THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

No. 362. MADOC, (HASTINGS CO., ONT.,) SATURDAY, DECEMBER 4, 1869. PRICE TWO CENTS.

Railway Meeting at Sydenham.

In accordance with a requisition, the Reeve called a public meeting of the ratepayers of the township of Loborough, to meet on Wednesday, 24th instant, to take into consideration the propriety of granting a bonus to aid in the construction of the Kingston and Madoc Railroad. John McRóry, Esq., Reeve of the Township, took the chair.

The first resolution was moved by P. Devannh, Esq., seconded by William Guess, Esq., and supported by Lewis Purdy and James Grant, Esqrs.

Resolved—That we as a Municipality in our isolated position, do consider that a railroad would enhance the value of our Township to a great extent, and give us a speedy and safe means of transportation and access to Kingston market, which is very desirable. Carried.

The second resolution was moved by James Wood, Esq., seconded by William Boyce, Esq., and supported by Edward Upham, Esq.,

Resolved—That in the event of a railway coming to this village, or in proximity to it, that capitalists will be induced to purchase and locate in our Municipality, and be induced to erect mills and start manufacturing of all kinds, and thereby enhance the value of the Township. Carried.

The third resolution was moved by Charles Joyner, Esq., seconded by Joseph Nichols, Esq., and supported by S. O. McQuinn, P. L. S., and Schuyler Shibley, the Warden of the County. Resolved, that in the event of the contemplated Kingston and Madoc Railroad being built, it is desirous that we as a municipality do encourage the project by granting a bonus of $10,000 to aid in the construction of said road provided that a station is established at the village of Sydendam, or some point east of said village in the municipality, and said road running from thence to Knowlton Lake or east of said lake. Carried.

The resolutions throughout were well explained to the tax payers, especially the third and most important one, which was dwelt upon at some length by the different speakers and excited a great deal of interest in the meeting; after which the chairman read the resolution to the meeting, and a vote was taken thereon, which resulted in a unanimous vote, not a solitary one voting in opposition to it.

I may further state that Charles Joyner, Esq., the mover of the third resolution, gave the meeting the assurance and promised that in the event of the road crossing his farm that he would give the right of way for a road and station grounds, if required and also take stock to the amount of $500. We also have the promise of the right of way and grounds for a station from James Grant, Esq., councillor, of Loughborough; and we have the agreement and assurance of the heirs of the late William Mace, Esq., that station grounds will be given free so soon as they can arrange the matter of the estate to do so, which will be in a few weeks.

I would further state for the benefit of outsiders, who were skeptical as to our success, that the meeting was one of the largest and most attentive that we ever had in the township for many years.

CHARLES RATTAN, Sec.

THE RAILWAY BILL.—Mr Bawden, the Solicitor of the Kingston and Madoc Railway Company, has returned from Toronto, after advancing the bill for a charter through its preliminary stages. The Standing Orders committee held a meeting on Friday, at which the parliamentary notices, etc., were found to be sufficient, thus allowing the bill to be introduced by the city member, Mr Strange. The bill is now ordered to be printed, and will remain open to the inspection of members for eight days before it can be brought up for a second reading and reference to the Railway committee. We learn that so far no opposition has shown itself in parliamentary circles on the part of Belleville or other localities concerned in the realization of the project.—*Daily News. Monday.*

TOWNSHIP OF PORTLAND.—The date has not been fixed, but a railway meeting will soon be held in the township of Portland, to consider the question of bonus.—*Ib.*

The Rival Routes.

The following communication, addressed to the editor of the Kingston *Daily News*, deserves careful consideration :—

"Sir,—Your correspondent with the high sounding title of "A true and unselfish Friend of Kingston" has adduced many arguments for the Northern route, but I must confess that instead of convincing me in its favour, he has still further prejudiced me against it. He certainly 'damns it with faint praise' when he suggests that if the owners of the Frontenac Railway charter 'were properly approached they would be induced to surrender the same and take payment in stock' in the Madoc Railway. In other words, these 'owners' are to be paid for allowing a railway to be built just where they want it to go, leading to their mines and cordwood limits, the leases of which are already secured and registered—a capital arrangement, no doubt, for them, but one which I trust, for the success of the road, the Provisional Directors will never entertain for a moment. As to the survey which your correspondent says has been made on this route, it is, for all practical purposes, as worthless as the charter, having been made up hurriedly, and without proper examination of the ground.

"It is admitted that the northern route would pass through a country at present very sparsely settled, and it is not suggested as probable that by taking this route the railway would pay, but we are told that Kingston will be benefited by the cheapening of firewood which will be brought in from that 'vast unoccupied country.' Does your correspondent think that stock will be taken and bonuses given by the people of Sheffield, Hungerford and Madoc to build a road which will have for its sole object the cheapening of firewood in Kingston, and which will never pay the stockholders? As I said before, a large amount of stock has to be subscribed, and this will never be done; and the railway will never be built, unless it can be shown that there are reasonable prospects of making the road pay. Besides, we have to remember that the interests of the municipalities at the other end of the route must be considered. The Sydenham route will be 10 miles at least longer than the southern route. Now what consequence does this increased length entail? It adds one-sixth to the cost of the road. It will add one-sixth to the cost of bringing every passenger and every pound of freight from Madoc and Tamworth to Kingston, and it will add an hour to the time occupied in the journey. These are most important considerations, and must be weighed carefully by the Provisional Directors in connection with the report on the engineering difficulties of each route before they can arrive at a proper decision on the subject. Your 'true and unselfish friend of Kingston' puts forward what he doubtless considers an unanswerable argument against the Southern route, viz., that by taking the railway in that direction you run parallel to the Grand Trunk Railway, and the certainty of the Grand Trunk authorities 'being able successfully to oppose the issuing of a charter for this route.' Now, what business does the Grand Trunk do between Kingston and Newburgh, or between Kingston and Napanee? None, literally none; not a car load of freight comes from Napanee to Kingston in a year. And as to the Grand Trunk authorities opposing the charter, I will guarantee for a very small amount that the charter will be granted for whatever route may be selected.

"Your correspondent rather absurdly suggests as an argument in favour of the Northern route that the 'Grand Trunk will take a liberal amount of stock' in the Railway. I should like to have the clause in their charter which gives them the power to do this pointed out.

"The engineering difficulties which will be encountered on either route are matters on which I do not profess to give an opinion, but I repeat that I am informed on good authority, that they are fewer on the Southern than on the Northern route.

"One of the chief arguments which I adduce in favour of the Southern route is that Kingston will get back the Camden trade, and yet lose none of the trade of the Northern route, which has no other outlet than Kingston.

"It would be well, Sir, if the Provisional Directors or some of them, were to give an authoritative denial to the rumour that the Surveyor was ordered only to survey the Northern route, in fact only to survey from Sydenham to Madoc. If this rumour is true, and the question of the route is already decided, then 'good bye' to the Madoc Railway; its charter will moulder in the dust of the Solicitor's office, never to be used except as a warning in after years to all who may attempt to promote any schemes for the welfare of the 'good old city,' where it will be produced with the sceptic's sneer, 'Behold the fate of every railway project in

"KINGSTON."

The Red River Insurrection.

A Canadian writes from St. Andrews, under date of Oct. 30, as follows :—

There is great excitement here just now as the French are determined to keep the Governor from coming in, and are out in force; but there is a larger party amongst them in favour of him, and these, with English half-breeds, are going out to bring him in in spite of the French. The present Council have called out all their special constables and we may look for lively times here. They have the story that Bishop Tache was insulted at Ottawa by the Government, and that he has written to his people not to allow McDougall to enter the territory. The H. B. Company's Council sat for two days, and at last did nothing, but have left the two parties of half-breeds on the war path to fight it out amongst themselves if they like.

McDougall's party of French have been sending down here and to other parts of the settlement for the English to come and help them, so as to outnumber the others. This has been done with the sanction of Governor McTavish.

The rebels have seized Upper Fort Garry, and placed a guard of thirty men at each gate. They threatened to seize Dr. Shultz, burn his house and drive him out of his country; also the *Nor'-Wester* office and editor. They talked of seizing Lower Fort Garry, also. They have stopped the mail, and the postmaster had to open the bag to show them there was nothing connected with the Canadian Government in it. English half-breeds will do nothing just now, although they are three to one.

The H. B. Co. will do nothing as to calling out men to put down the rebels, but try to put the responsibility of any such measure upon Mr. McDougall. They have sent word to him to that effect.

The rebels intend starting a French Republic, and if they can hold out long enough, inviting over the Yanks.

The last report is, that the Governor is still at Pembina, and that some of the bravest English half-breeds, who fear neither French or Indian, have been engaged to bring him in by another road. Some of the carters say their carts were searched to see if the hated Governor was not hid in one of them.

Governor McTavish lies at the point of death.

Another correspondent, writing from Fort Garry on Nov. 6th, says—"While the detachment was on its way to the Fort, wild rumours were spread abroad as to the designs of the approaching party. One of these rumours was to the effect that a party was to be dispatched to fire the store of Dr. Shultz and take the Doctor and Dr. Bown, proprietor of the *Nor'-wester*, prisoners. These rumours were carried back to the party at the Fort, and their truth indignantly denied. They state that they will molest no property nor injure individuals. A rumour prevailed yesterday that an oath of allegiance was to be administered to all foreigners; but this I have also found to be false. Indeed, the discipline hitherto maintained has been quite wonderful. There has been no drinking, and the men are civil to all strangers who meet them.

"A new flag has been adopted, which is composed of a white ground, upon which are displayed three crosses—the centre one large and scarlet coloured, the side ones smaller and gold coloured. A golden fringe binds the white ground."

THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

A Weekly Journal of Local and General Information,

Will be Published every Saturday Morning, at Two Cents a Copy, or One Dollar a Year, STRICTLY *in advance.*

ADVERTISEMENTS WILL BE INSERTED ON THE FOLLOWING TERMS FOR CASH :—

Six lines, first insertion	0 50
Each subsequent insertion	0 12½
Six to ten lines, first insertion	0 70
Each subsequent insertion	0 16
Above ten lines (per line) first insertion	0 07
Each subsequent insertion, per line..........	0 02

All Communications for the MERCURY to be addressed (post-paid) to A. SMALLFIELD, Madoc.

THE MADOC MERCURY

AND

NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, DECEMBER 4, 1869.

The Railway Bill.

The "Act to incorporate the Kingston and Madoc Railway Company" is already printed, and thanks to the attention of J. E. Hooper, Esq., M.P.P., and of Dr. Boulter, we have received copies of it in advance of arrival in due course from the office of Routine and Records of the Legislative Assembly.

The bill although drawn up with as much conciseness as possible, fills a little more than eight pages. Its provisions are mainly similar to those of other Railway bills, and therefore do not require reproduction in these columns, where the list of Provisional Directors, &c., has already appeared. We give, however, some of the points on which our readers are likely to want particulars.

The third clause is as follows :—

"The company shall have power to lay out, construct and maintain a railway, with wood or iron rails, of not less than three feet gauge from any point within the limits of the city of Kingston, to the village of Tamworth in the township of Sheffield, or the vicinity thereof, thence to the village of Madoc in the county of Hastings, with power to pass over any portion of the country between the points aforesaid, and to lay out, construct and maintain branch railways, tramways and waggon-roads, not exceeding seven miles in length, to any mine, peat-bog, quarry, mill, lake or river."

The sixth clause provides that

"The company shall have power to construct, purchase, charter, and navigate scows, boats, sail and steam vessels on any lake, river, or stream near to, or touched by the railway, for the purpose of traffic therewith."

And the eighth that

"The persons named in the first clause hereof are constituted the board of provisional directors of the company, and shall hold office as such until the first election of directors under this Act, and shall have power to open stock books and procure subscriptions of stock for the undertaking, giving at least two weeks previous notice in a newspaper published in the city of Kingston, and in the county of Hastings, and in the *Ontario Gazette*, of the time and place of their meeting for receiving subscriptions; and the said directors may in their discretion exclude any person from subscribing who, in their judgment, would hinder or delay the company from proceeding with the railway; and may allot and apportion the stock amongst the subscribers, as to the said directors shall seem meet; and the said directors may, in their discretion, cause surveys and plans to be made and executed, and may acquire any plans and surveys now existing; and shall, as hereinafter provided, call a general meeting of the shareholders for the election of directors."

We do not understand the object of the provision giving power to "exclude any person from subscribing," &c.; and that for acquiring "any plans and surveys now existing," if referring to those of any other Company, is objected to by the local committee.

The annual general meeting for the election of Directors is to be held on the fourth Wednesday in January of each year; and no person shall be elec[ted] a Director unless he shall be the holder or o[wner] [illegible] at least thirty shares of the stock of th[e] [illegible] owner of upon which all calls made by the [illegible] Company, have been paid up.—Shares $20 e[ach] [illegible] Company shall [illegible]

Heads of municipalities t[illegible] each. to be *ex officio* Directors : [illegible] taking $10,000 stock are give bonuses; and [illegible] parts of municipalities may within three years [illegible] the railroad is to be completed [illegible] of the passage of the act.

Still Another Route Proposed!

To the Editor of the Madoc Mercury.

SIR,—The country between Kingston and Madoc having attracted so much special attention of late, and as the subject is not yet fully exhausted, allow me to call your attention to a few particulars. The *imaginary* lines of railway usually marked out have grave and serious objections. The "Northern route," so called, is 20 miles longer than the direct route, passing through a country not capable of development equal to the direct route for all time to come, taking the country on the direct line as it is at present as the standard; although the country on the direct line is capable of being much improved and is improving rapidly. The cost of making the road on the Northern line will be more than double, mile per mile, and the passenger and freight traffic must necessarily be half less than on the direct line. Take 20 miles at $10,000 per mile, and you have the snug sum of $200,000—quite a little sum to raise and purely to suit private interests. Contemplating stockholders would do well to put a *pin* here. Will the road be a success if such a grave mistake is made in the commencement? "I dinna ken;" do you, Mr Editor? As editors are supposed to know everything, "I pray thee enlighten."

As to the paying line, my opinion is—North of Hog Lake, crossing at Downey's Rapids, to Tweed; then South to the Moira River, crossing two miles below Sugar Island; thence to the four corners—Richmond, Hungerford, Sheffield and Camden—crossing the Salmon River between Roblin and Croydon, passing through Newburgh and Clark's Mills; follow the Napanee Valley to Yarker, pass near Wilton and Odessa, and go into Kingston by Collinsby, Portsmouth and the Penitentiary, and you will have a line easy of construction, and as I said before, 20 miles shorter than the Northern line. The grading south of Tweed is in sand, and after crossing the Moira you get into a level country. North of Stoco Lake your grading is in rock, and plenty of it, and no country to contribute in paying freight to compare with the rich Valley of the Moira.

The claims set up in reference to cord wood, good and cheap, must be ventilated, no matter whose shoulders it burdens. If cord wood is Kingston's highest ambition—"and a foin thing it is of a could frosty morning, when the threes are *fwhacking* wid the frost,"—I say no wonder the seat of Government was removed; no wonder she is becoming stale; no wonder her young men leave for Uncle Sam's domain. The gentlemen of Kingston must rid themselves of this cloak of cordwood, just once for all. Railroad companies don't carry cord wood; and fools if they would.

If the road were built on the cheapest and most direct route, or as laid down in this sketch, you do a lasting benefit to Madoc (and their interest should not be altogether ignored) by giving them cheaper passenger and freight fares than could be otherwise; and Hungerford would be served, Richmond, Sheffield and Camden would be tapped, Newburgh and Ernestown would contribute; and then consider the aids from these places and answer like men, "direct and to the point," and your project will thrive. Take the other course and your stock will have the dry rot. Men with means will not part with it where there is no probable return to be had. Pardon me—Yes; rocks, boulders, cranberries, whortleberries, wild beasts, and a "track in some vast wilderness."

I trust, like prudential common sense men, that this subject will not be allowed to serve any private parties. If any gentleman *threatens to resign* because his view is not fallen in with, let him resign *instanter;* put a more cunning man in his place, and proceed with your work (patent joke somewhere here), and may our country prosper; but not by building a road through a country, 40 miles of which is a barren waste.

Yours, &c.,
JONAS LAKE.

CAMDEN, Dec. 1st, 1869.

The foregoin[g] [illegible] communication induces us to quote the followi[ng] [illegible] remarks, from the *Daily News*. which have [illegible] been called forth by the lengthy correspondence in its columns with reference to the Northern and Southern routes. The views expresed are sound, and are those which must govern the ultimate selection of the route :—

"It is desirable in conducting the correspondence with respect to the rival routes of the proposed Kingston and Madoc Railway to adhere to the line of manly straightforward argument, and, excluding personalities, to advance facts and views that will tell upon the issue.

"Let it be understood that it is simply because it is proposed to accept bonuses contributed in proportion by every citizen of Kingston, and by every ratepayer in the townships, in aid of this proposed railroad that a claim to the fullest examination and discussion can be based and commended to the public. We doubt if there be any one advocate in a position to asperse the motives of another without at the same time laying himself open to similar charges. In a question of route local interests of course assert themselves, and these are dictated by motives no higher than those that rule in the ordinary transactions of life and business.

"But indispensable as the assistance of the municipalities will be, and open-handed and liberal as are the promises of the authorities, we must not forget that municipal assistance forms only a fourth or a fifth of the money to be raised in building the road; the rest will have to be supplied by capitalists, who may feel that they have greater or lesser inducements offered to them, according as the line may take a route through a country yielding more or less freight for the road. Any assumption therefore that the interests of particular municipalities are to be paramount, is not likely to weigh with directors who look to the future, and who pay regard to the prospects of having stock subscribed.

"Now that action has been taken by nearly all the townships along the line, the directors can soon weigh the advantages and disadvantages of the two routes suggested, and in the light of their own special information as to surveys, come to an intelligent judgment on the matter. Until the case is thus closed however, it is open for advocates to present their claims in a fair and argumentative manner."

THE TOWNSHIP COUNCIL met at the Town-Hall on Monday—all the members being present. The chief business before the Council was the correction of errors, by which back taxes had been charged against lots on which the taxes have always been paid regularly :—the amount being in all nearly $300. Applications from the various Gold Mining Companies for the remission of taxes on their crushing mills were not entertained.

GOLD-MINING.—We are informed that 8 ounces of gold were obtained by Mr Jenkins at the first cleaning up at the Cooke crushing mill in Marmora. This amount was obtained from 21 tons of rock, taken without selection as thrown out of the mine.

A NEW AND USEFUL HORSE-SHOE.—Mr W. A. Roblin, of the Allen Settlement, claims to have found out the means of certainly and entirely preventing the balling of a horse's shoe with snow, and has left a model of his invention for inspection at the Post Office, Madoc.

THE STIRLING AMATEUR DRAMATIC ASSOCIATION gave a performance in the Huffman House, Madoc, on Thursday night. The attendance was only moderate, the entertainment not having been sufficiently advertised. The Amateurs' association is only a few weeks old, and some of the company are consequently not quite up to the mark yet for appearance in public; but Messrs Roy and Fidlar, and "Barney the Baron" seemed quite at home on the boards; and the young gentlemen personating the feminine characters were well made up as to costume, and managed their parts well, but did not succeed in disguising their voices enough. Master Woolever's dancing was encored. The scenery was new, and did credit to the amateur artist. The performance was closed by the company singing "God Save the Queen," the audience giving them three cheers before leaving the hall.

RECITATIONS.—Mr Stephen White, who comes well recommended by several clergymen, will give Recitations from Shakspere, Byron, Scott, Burns, and the British Poets generally, this (Friday) evening, in the Town-Hall, commencing at eight o'clock. Mr White is incapacitated from labour, and relies upon the attendance of the public at his Recitations for a livelihood.

THE NEW DOMINION MONTHLY, for December, contains the conclusion of "the Colonists—an Episode in Acadian History," and the "Matapedia; or Across the Gaspe Peninsula in Winter;" besides the usual variety of selected matter. There are also four illustrations—namely, portraits of Pius the IXth and of Father Hyacinthe, as well as of quite another sort of character, James Fisk, jr, the great speculator of Wall Street; and a plate of the Fashions for the month, with description of the dresses. With the new year, the price of the magazine will be increased from ten to fifteen cents a number, or from $1 to $1.50 per annum, as at the former price, with its present circulation, the venture does not pay the publishers, Messrs. John Dougall & Son, of Montreal.

THE PEOPLE'S JOURNAL.—Published by John MacLean & Co., Hamilton.—This is a recently commenced weekly paper, specially devoted to the promotion of the manufacturing interests of Canada, and advocating the policy of Protection for their development. There is no doubt a fair opening at the present time for a journal upholding this theory, as the old controversy between Protectionists and Free-traders is by no means at an end; the Free trade system being apparently somewhat less in favour in England just now than it was a few years ago; while in the United States, where important manufacturing interests have been done to death by Protection, a strong re-action is taking place in favour of Free trade. Believing in the latter system, if only on the ground that those who use manufactured articles are quite as much entitled to get them as cheaply as they can, no matter where made, as the manufacturers are to demand that they should get their raw materials duty free when it is necessary to import them from foreign parts—and convinced that the only sure way of establishing manufactures in a new country on a firm and prosperous basis is to secure a sufficiently large population for their consumption,—we nevertheless wish the new candidate for public favour success, as it is liberally inclined to give those who differ from its views a fair hearing.—The *People's Journal* is a very handsomely printed sheet of eight pages and besides its speciality, contains a large amount of generally interesting matter.

ADVERTISEMENTS.

LIST OF LETTERS

Remaining in Madoc Post Office, Dec. 1st, 1869.

Badgley, Thos	Loynes, R
Bradshaw, Elizabeth	Lyones, Miss Mary
Carman, Robt	Lewis, Mrs Mary Ann
Carman, Jno (2)	Lachy, James
Calvin, Jno	McGregor, Miss E
Cracknel, Miss Mary	McCoy, Wm
Fox, Jos	McGinnis, Mrs Mary A
Fin, Miss C	McKemil, Donald
Gream, Morley	Moore, Wm
Glover, Philip	Nooris, Coleman
Gordon, Robt	Phillips, M E
Gilon, Jno	Palmer, Alex
Hazzard, Jno	Quinlin, Thos
Hauser, Miss Jennie	Sullivan, Tady
Hoover, Codt	Vandusen, Philip
Kincade, Wm	Witock, James

Please ask for Advertised Letters when calling for the above.

E. D. O'FLYNN, *Postmaster.*

School Taxes, Section No. 1, Madoc.

NOTICE is hereby given, that the Taxes are NOW DUE for this Section.

The Rate Bill will be found for the next Ten Days at the Office of the Secretary-Treasurer.

THOMAS CROSS, Secretary-Treasurer.

Nov. 26th, 1869.

Stray Steer.

CAME to my enclosure, on the 20th September, a Steer, three years old, or coming four. The owner is requested to prove property, pay charges, and take the animal away.

FARQUHAR McKINNON.

Lot 12, 9th Con., Madoc.—Nov. 24, 1869.

Stray Heifer.

A BRINDLED HEIFER, coming three years old, with a piece out of the right ear, strayed from the village, within the last few days. Any one giving information to Mr John Allt, or to the undersigned, that will lead to its recovery, will be suitably rewarded.

GEORGE KERR.

Madoc, Nov. 24th, 1869.

WILLIAM MOORE,

Boot and Shoemaker,

DIVISION STREET, MADOC.

☞ Repairs neatly and cheaply executed.

Strayed!

A MONTH ago, a Yoke of OXEN,—one a Red and White spotted Mully, the other a Dark Grey, with horns; coming five years old. Any one giving information to the undersigned that will lead to their recovery, will receive a reward of Five Dollars.

JAMES JARVIS.

Lot 8, 1st Con., Madoc.—Nov. 15, 1869.

Stray Heifer.

CAME to the premises of the undersigned, some some time in the month of September last, a Two-year old Red Heifer. The owner is requested to prove property, pay charges, and take the animal away.

MALCOLM MACKINTOSH.

Lot 7, 5th Con., Madoc.—Nov. 18, 1869.

WANTED!

20,000 RAILROAD TIES, and

4,000 CORDS CEDAR BOLTS,

Delivered on the shores of Hog Lake or the River Moira.

W. A. HUNGERFORD & CO.

Madoc, Oct. 8, 1869.

Village Lots, for Building Purposes, at Reasonable Prices.

THE SUBSCRIBER offers for Sale **Fifty Eligible Building Lots,** situated in the immediate vicinity of his Grist-Mill, and contiguous to the Southern portion o he village of Madoc

All parties desirous of securing a place of residence in a healthy locality and a desirable neighbourhood, will be treated with on favourable terms, both as regards *price* and *terms of payment.* Title indisputable. Apply to

CHARLES KIRK, on the Premises.

E. FRANKLIN,

Licensed Auctioneer, for Hastings Co.,

MADOC.

MONEY advanced on Consignments.

☞ Sales in any part of the County attended on moderate terms.

HARDWARE! HARDWARE!

JUST ARRIVED!

THE FALL STOCK

OF

HARDWARE of All Descriptions!

Also, the LARGEST ASSORTMENT of

STOVES,

ever brought into Madoc, consisting of

New Dominion, Royal Oak, Protectionist, Confederate, Small Ditto, Governor, Small Ditto, Housekeeper, King, Northern Farmer, Black Giant, Three Sizes. Fulton, Rambler, Prize Parlour, Cottage Ditto.

Oils, Paints, Coal Oil,

WINDOW GLASS, SASH,

LAMPS, &c.

TIN-WARE, STOVE-PIPES, DUMB STOVES, T-PIPES, ZINC,

And a LONG LIST OF ARTICLES,

Too Numerous to Mention.

JOHN DALE.

Madoc, Sept. 4, 1869.

JOHN DALE,

MARRIAGE LICENSE AGENT,

MADOC.

Forneri & Kennedy,

CIVIL AND MINING ENGINEERS, PROVINCIAL LAND SURVEYORS, and LAND AGENTS.

OFFICE, Next Door to the Huffman House, MADOC.

☞ Lands Carefully Examined and Reported on.

Money to Loan.

C. C. FORNERI, *C.E.&P.L.S.* L. KENNEDY, *C.E.& P.L.S*

All Orders by Mail receive Immediate Attention.

G. M. BROOKS, Madoc.

AGENT for BENNETT & BAIN'S Celebrated ALE, BEER and PORTER.

The Trade supplied on Liberal Terms.

Dentistry.

GEO. W. WALKER, L.D.S.,

SURGEON DENTIST, BELLEVILLE,

WILL be in his ROOMS at MOON'S Hotel Madoc, on the first MONDAY and TUESDAY of every Month.

WANTED!

5,000 New Subscribers

AND ADVERTISERS,

so that the

Madoc Mercury

may be

ENLARGED

To Dimensions corresponding with the Importance OF THE NEW RAILWAY DISTRICT AND ITS VARIED INTERESTS.

☞ *Send on the Names and Subscriptions at once.*

THE CHRONICLE AND NEWS.

THE CHRONICLE AND NEWS (weekly edition of the DAILY NEWS, Kingston), is published every Friday at Two Dollars per annum. Sent six months for One Dollar. DAILY NEWS, Five Dollars per annum.—Address the Publisher, Kingston.

NOTICE.

K. McKENZIE has ceased to be our Agent at EGAN FARM, and is not authorised to contract further obligations in our name.

BRONSON & WESTON.

Ottawa, Oct. 23rd, 1869.

J. R. KETCHESON,

Registrar of Births, Deaths, & Marriages and Township Clerk,

WILL be at the TOWN-HALL, MADOC, every SATURDAY, to attend to the business of the Township.

FOR SCHOOL BOOKS, STATIONERY,

AND CHILDREN'S BOOKS,

At Publishers' Prices, Call At

WILSON'S DRUG STORE,

DURHAM STREET, MADOC.

MR. GREAM,

Solicitor and Attorney of the Chancery and Law Courts of England,)

Conveyancer, Coroner, &c.

C. G. WILSON,

CHEMIST AND DRUGGIST.

DURHAM STREET, MADOC.

MADOC MARKET PRICES.

FRIDAY, Dec. 3rd, 1869.

WHEAT	$0 65@00
BARLEY	0 00
RYE	0 00@00
OATS	0 30
PEAS	0 50
BUTTER	0 18
EGGS	0 00
PORK	7@8,50
HIDES	5@6,00

MISCELLANEOUS NEWS.

The priests in Mexico have commenced an anti-Masonic crusade.

London has ninety Catholic churches. There were but thirteen at the commencement of this century.

A French inventor has taken out a patent for "stockings with garters attached."

The total production of twelve of the principal iron mines on Lake Superior last year was 507,813 tons.

The Dominion Parliament has been further prorogued until the 31st of December, and then will not meet for the dispatch of business.

It is reported that George Peabody has left an estate of $16,000,000, which is distributed by will among twenty-nine persons.

Peabody paid the expenses of Dr. Kane's expedition to the Polar Sea; distributed $6,585,000 in public charities; and gave away $1,500,000 among his friends. We don't know how he spent the rest of his money. Congress repaid him with a medal, London with a statue, and the Queen with an autograph letter enclosing her miniature portrait.

Recent advices from England state that the directors of the Hudson's Bay Company have changed the official title of their Company to that of "The Governor and Company of Adventurers of England trading to Hudson's Bay," thus indicating that they are no longer proprietors of the territory.

In a recent sermon, says the New York *World*, the Rev. Henry Ward Beecher made the following handsome admission:—"I believe that God is full as wise as I am." As Mr Beecher has sometimes been accused of holding the opposite opinion, it is gratifying to have this explicit and authentic contradiction.

To signalise the event of his son's marriage, Mr. Bass, of pale ale fame, presented to the whole of his army of workmen at Burton-on-Trent—To each married man, 5s. each single man, 3s. 6d; each boy, 2s.; to widows on pension, 3s. 6d, and 2s. to each of their children; making a total of £340.

It appears, according to the New York *World*, that negotiations for the adjustment of the Alabama claims have been re-opened by Minister Motley. The details are, as yet, unknown, and of course it must be a long time before anything, definite enough to be laid before the public, is done.

The East India Railway Company have provided special cars for women, with women for guards and ticket collectors. At every station "palkees" and bearers are in waiting to carry the ladies to their homes. For all these conveniences, they pay a smaller sum than is paid by male travelers.

A disease in the cattle of that neighbourhood has been reported to the St. Catharines *Times*. It makes its appearance about the teat and bag of the cow; but as yet we have heard of no deaths resulting from it. Several women who used the milk taken from the cows affected as above, had similar disease break out the breasts, which the doctors are of opinion was caused by the use of the infected milk.

The United States Government is preparing to take active steps in reference to building a ship canal across the Isthmus of Darien. A steamer has already been detached for service on this side of the Isthmus, and another will shortly be sent to the Pacific side. Surveys are to be made, and the different routes examined. It is stipulated in the treaty with the Columbian Government that the United States are to bear all the expense of surveys and locations, as well as the construction of the canal; but in return are to have entire control over it.

The London *Times* asks why Spain should go to a foreign Prince for a King? Why not take the son of one of her own citizens or a Prince of the Royal House? Perhaps, says the Toronto *Globe*, the *Times* will pursue its inquiries a little further, and tell us why Spain should trouble about a King at all. Her best men are Republicans; and it is alleged by some persons, who have a large acquaintance with the people and their institutions, that Spain would be better adapted than many nations for a Republican form of Government.

A Spanish Fleet Expected.—The *Tribune's* Washington special says:—"The rumour that a Spanish fleet of six or more war vessels has been ordered to rendezvous in New York harbour creates a great deal of comment here. The President, not understanding the reasons for the sending of this fleet to our shores, and in order to be prepared for any emergency that may arise, has ordered two double turreted monitors and a torpedo, from Fortress Monroe, to be fully manned and sent to cruise in the harbour of New York."

A movement is about to be set on foot in Edinburgh for the purpose of erecting a statue in that city to the memory of the Rev. Dr Chalmers, the eminent Scottish divine.

Newfoundland is going largely into the herring fishery, which proved very profitable last year; a number of vessels are getting ready to start. There is a large demand for fresh herrings both for food and bait.

The managers of the Pacific Railroad are preparing fuel and provision cars to run with every train during the winter, so that in case a train gets snowed in the passengers will not freeze or starve to death.

When Barnum was playing bankrupt a dozen years ago, Thackery, with enthusiastic friendship, called on him in England, offering to get help for him. Barnum smiled upon Thackeray and bade him be of good cheer, for Mrs Barnum was worth over $200,000.

A vigilance committee in Fremont county, Iowa, a few days ago, lynched a noted ruffian named Sam Murdock, charged with the murder of Henry Johnson. Since Murdock's death, Johnson has made his appearance, and efforts will be made to bring the lynchers to trial.

In a recent lecture in New York, the speaker told of a rag-picker who was daily at his avocation thro' the early hours of the morning, and who spent his afternoon in Broad street as a stock speculator. Another, she observed, died not long ago, and left 64 lots in the city, many of which had houses on them. Few persons in the rag-picking business were said to earn less than $3 a day.

Some days since the workmen in the employ of Messrs Haycock & Co., on the line of the Intercolonial Railway, near Bic, discovered a fossil walrus, in a complete state of preservation. It measured 18 feet in length, was imbedded in blue clay, 14 feet under the surface, and 100 feet above the level of the sea.

The Duke of Norfolk is to receive the Garter which belonged to the late Lord Derby. His Grace is quite young, having come of age not many years since; but the objections of his youth and his Roman Catholicism are overcome by the fact that as Earl Marshal of England he is the highest nobleman not belonging to the Royal family.

The new Niagara Falls Suspension Bridge felt the force of the recent gale. A Buffalo paper says:—"Some of the guys were broken, the structure swayed to and fro like a reed, and it was regarded by many as certainly doomed to immediate destruction. It was closed against the public, but if it had not been, no one would have ventured upon it while the gale was at its height."

As a proof of the political influence of the noble house of Grosvenor, it is mentioned that the late Marquis of Westminster and his two brothers—the Earl of Wilton and Lord Ebury—all sat together as Peers in the House of Lords, a fact unparalleled during the present century, with the single exception of the Duke of Wellington and his three brothers—the Marquis of Wellesley, Lord Cowley and Lord Maryborough—while at the same time three of their sons held seats in the House of Commons.

A Costly Residence.—The Hon. Mr Fraser de Bery is reported by an evening contemporary to have said, during the debate upon the Governor's Speech, in the Legislative Council, that the construction of a residence suitable for the Lieut.-Governor of the Province to reside in would cost $500,000. Another suggested the propriety of opening a stock sheet for subscriptions, the capital to be paid up in 50 years.—*Quebec Chronicle.*

La Minerve says of Louis Riel, one of the leaders of the Red River insurgents, that he is a young man of ability, who was formerly a student at the Montreal Seminary. He was brought here in 1858 by Bishop Tache; and placed at college with three other half-breeds, who received their education at Nicolet or St. Hyacinthe. He returned to Red River in 1866, and has since furnished the *Nouveau Monde* a correspondence of somewhat violent character on the affairs of that colony. He is said to be an eloquent speaker, ambitious and eccentric.

Gratis Advertising.—We suppose that there are few persons who are expected to do so much work for nothing as newspaper proprietors. Bores of the heaviest calibre will occupy the attention of an editor by the half hour at a time, while a whole room full of compositors are making extra hours waiting for copy, about some absurd crotchet or object of mere personal interest, and without even thanks for the pains bestowed upon them. A lawyer, notary or doctor would charge dollars and pounds for the same consumption of time. Then, every man with a grievance expects to have his complaints set forth at the expense of any newspaper proprietor he knows, without even payment for the cost of setting; and above all, every one who has a charitable project on hand expects the advertising to be done for nothing, or next to nothing. No one supposes that the music, or the decorations, or the gas, or room rent, is to be had gratuitously; but the printer is, as a matter of course, to give for nothing that which he lives by, as other men live by the profits of their trades. We set ourselves against this mode of proceeding. Voluntary contributions should come from newspaper proprietors on the same terms as from other people according to their ability and their will. But business should be treated on business principles. It is very rare that public objects do not derive much advantage from newspaper assistance in those columns where matter appears without charge. It is too much to expect more from them.—*Montreal Herald.*

VARIETIES.

Well "posted"—The telegraph.

Popular diet in Utah—Spare rib.

What instrument of war does the earth resemble? A revolver.

Editors ought to be able to live cheap—they get "bored" for nothing.

Why is a convent like an empty house?—Because it is a uninhabited place.

Why is your nose in the middle of your face?—Because it is the scenter.

Why does the conductor at a concert resemble the electric telegraph? Because he beats time.

"Talk about crocodiles weeping," said an old salt, "Why, shiver my timbers, haven't I seen whales blubber."

Why may not the proprietor of a forest fell his own timber? Because no one is allowed to *cut* when it is his own *deal*.

Adam was the only man who never tantalized his wife about 'the way mother used to cook.'

'There, John, that's twice you've come home and forgotten that lard.' 'La, mother, it was so greasy that it slipped my mind.'

The press, the pulpit, and the petticoats—the three ruling powers of the day. The first spreads knowledge, the second spreads morals and the third spreads considerably.

"Have you decided whether to make your son a soldier or a lawyer?"—"No; but I will as soon as I can settle in my own mind whether it is best for him to live upon the blood and misery or upon the vices and follies of his species."

A Connecticut editor fell on an icy side-walk last week. His philosophical reflections were:—'We don't cherish any ill will, but for light and entertaining reading matter, commend to us the obituary of the man who owns this sidewalk.'

Lives there a man with soul so dead who never to himself hath said: I will the local paper take, both for my own and family's sake? If such there be let him repent, and have the paper to him sent; and to be happy all the winter, be in advance should pay the printer.

A clergyman observed a poor man by the road breaking stones, and kneeling to get at his work better; made the remark, 'Ah, John, I wish I could break the stony hearts of my hearers as easily as you are breaking those stones.' 'Perhaps, master, you do not work on your knees,' was the reply.

A little six-year-old was walking with his father, and passing a church, the child asked: 'What house is that?' 'That is the Dutch Church,' was the reply; 'people go there to be good, so that they may become angels.' 'Will there be Dutch angels, pa?' That child should be sent to Sunday school.

An old lady, on being examined as to her place of legal settlement, was asked what reason she had for supposing her husband had a legal settlement in that town. The old lady said: He was born and married there, and they buried him there; and if that isn't settling him there, I don't know what is.

The following are the names of the pastors of the First Unitarian Church in Baltimore, given in the order of their ministration: Flint, Sparks, Greenwood, Coleman and Burnup. It is proposed to invite the Rev. Dr. Bellows and Rev. Mr Furnies of Philadelphia to take charge of it, by which time it is thought there will be sufficient warmth of feeling in the congrega-tion.—*American paper.*

THE MADOC MERCURY
AND NORTH HASTINGS MINING NEWS.

No. 363. MADOC, (HASTINGS CO., ONT.,) SATURDAY, DECEMBER 11, 1869. PRICE TWO CENTS.

Wooden Railways.

The Committee of the Legislative Assembly on Wooden Railways have held sundry meetings, at which Mr Foster and Mr Hurlbert explained their respective systems, and Mr Tully and Mr Moberly were called upon to give professional opinions as to their relative merits. Both these engineers have pronounced in favour of the Hurlbert rail, with certain additions to and modifications of it, as more cheaply constructed and easily repaired than Mr Foster's. Its wider gauge also appears to have had a decided effect in inducing the approving verdict of the engineers. Mr Hurlbert adopts a gauge of 4 feet 8 inches; and it will be seen from Mr Moberly's report (given below) that he prefers a still wider gauge —that of 5 feet 6 inches.

We quote the following from Mr Hurlbert's statement to the Committee:—

"He believed it was possible to curve as short with wood as with iron, while there was a decided advantage in descending grades. A grade of over 300 feet in the mile could be descended with perfect ease, while on an iron track the wheel would be likely to slip. If the curves were properly laid a truer curve could be made. He always took pains to place the best wood on the outside of the curve, and found that they did not wear out any sooner than the other parts of the track. He made the embankments sixteen feet wide. His contract for the Gosford and Quebec Railway was twelve feet broad; but he made it sixteen feet. He placed the price of making embankments at 10 cents per yard, and grading 10 cents. He spoke of the line which he was now constructing, where sand could be easily obtained, and there were no rock cuttings. The following was an estimate of the stock for a road 60 miles long, to run 200 tons per day: 3 locomotives ($7,600 each, gold), $22,800; 60 four-wheeled platform cars ($225), $13,500; 8 eight-wheeled box cars ($800), $2,400; 3 passenger cars ($1,500), $4,500; 10 gravel cars and repairing cars ($200), $2,000; 10 rubble cars ($60), $600; 4 hand cars ($125), $600; total, $46,400. To run two trains per day, of 100 tons each, leaving an extra locomotive for repairs, &c.: Cost for running one train of 100 tons the round trip—1 engineer, $3; 1 fireman, $1,50; 2 brakesmen, ($1), $2; 4 cords 3ft. wood ($1,25) $5; oil $1; total $12,50. Running expenses per ton 12½c. Cost of building a road on a fair route, timber at medium price, no large bridges, $4,000 per mile. Rolling stock and incidentals $1,000. Say road complete with rolling stock, $5,000 per mile. The above is a fair, and I consider, a safe estimate for the general run of the country and prices of timber in Canada. The highest grade on the Gosford line was fifty feet per mile against the load."

Mr Moberly, Chief Engineer of the Northern Railway Company, after conferring with Mr Foster and Mr Hurlbert on the subject, and examining their models before expressing any opinion as to their merits, submitted the following report in writing to the Chairman of the Committee on Wooden Railways on the 3rd instant:—

"SIR,—In accordance with the request of your Committee, I have examined the systems of wooden rail tracks introduced respectively by Messrs. Foster and Hulbert, and beg to submit the following observations thereon:

"Mr. Hulbert's system is the longitudinal maple rail, the grain of the wood running with the track; the rails are supported on cross ties laid two feet apart; these ties are notched out, and the rails are fastened into the notches with wooden wedges. He submits two modifications of his principle;

"1st. A plain longitudinal rail 4 inches by 7 inches, in 14 feet lengths, with square end joints, and simply held in place in the ties by the wedges;

"2nd. A longitudinal rail 4 inches by 7 inches, two thicknesses in depth, breaking joint with square ends, each joint being fastened together with two half-inch bolts through from top to bottom of rail, and wedged in the ties in a similar manner to No. 1.

"Mr Foster claims an improvement on Hurlbert's system, inasmuch as he opposes the end grain of the wood to the action of the trains. He places maple blocks 8½ inches by 7 inches on end to form the rail. These blocks are held together between two longitudinal stringers, slightly notched out, to give a seat for the blocks to rest on; the stringers break joint, thus forming a continuous rail. The cross ties are notched out and the stringers wedged in the same manner as in Mr Hurlbert's rail. A hardwood pin is driven through the stringers, between each joint of the blocks, in order to keep the blocks from shifting out of place."

The following is a comparative estimate of the cost of each system of wooden rail and of an iron T rail, 59 lbs. to the yard. I do not include the earthwork, ballast, or fencing, as I assume the grades and curves to be common to each. The estimate is based on a 5 feet 6 inch gauge, and the cross ties are included:—

Iron rail (56 lbs.)	$5,000 per mile.
Foster's wood rail	2,100 "
Hurlbert's No. 1	1,200
" " No. 2	1,420

"An iron rail, of say 56 lbs. to the yard, should last in this climate with a fair traffic (such as is done by the Northern Railway of Canada) about ten years, and the best hard-wood rail with a similar traffic could not last over two years. A well constructed hardwood rail, if properly maintained, would probably last five years with a small traffic, and light engines not running over a speed of from 10 to 12 miles an hour.

"The main points to be considered in comparing the different systems of wooden rail are simplicity in the number of parts, and convenience in construction and repair, because the greater the number of parts, the greater is the liability to get out of repair, particularly in such a climate as Canada, when the sudden thaws and extreme frosts throw the rails out of line and out of level.

"As to the comparative merits of the different systems under consideration, I am of opinion that Mr Hurlbert's single rail No. 1 (with an addition of a wood fish plate, notched and bolted at each point) is the most practicable, as it is the simplest and cheapest in construction, and can most easily be kept in repair.

"I consider the wooden railway to be best adapted for colonization roads through new tracts of country where sufficient money cannot be obtained to build an iron road. A wooden railway would serve the purpose until a sufficient traffic could be established to warrant a more substantial track."

As Mr Foster's system has hitherto been chiefly mentioned in connection with the Kingston and Madoc Railway, the Report of the Committee upon it, after hearing both sides, will be looked for with a good deal of interest.

Newburgh Subscription for RR. Stock.

To the Editor of the Madoc Mercury.

SIR,—Allow me now to report progress of the Committee appointed at a public meeting in Newburgh to canvass for private stock in the Kingston, Newburgh and Madoc projected Railroad.

The Committee—viz., C. H. Miller, D. B. Stickney, and J. B. Aylsworth, Esqs.,—having completed their work, report stock already taken 93 shares, or $1,860; making the total for Newburgh thus far about $12,000,—showing most conclusively the interest felt in the project.

I think I may quite authoritatively state that should the line run where it is thought it will, that the right of way and station ground could be furnished free, by C. H. Miller, Esq.

Apologizing for troubling you thus far, I am,

Yours truly,
W. H. MILLER, *Secretary.*

NEWBURGH, Dec. 2nd, 1869.

The Red River Insurrection.

In answer to an address, signed by a large number of influential inhabitants, asking him to warn the insurgents against their present course, Governor McTavish issued a proclamation, dated November 16th denouncing the seizures by the insurgents of public and private property, their interference with the mails and travellers, and other acts against the peace of the country; and charging those engaged in the insurrection to peaceably disperse before it be too late, under the penalties of the law; and calling upon the citizens to ratify and proclaim the protest with all their voice and power, in order to avert from the country a succession of evils of which those who see the beginning may never see the end.

The council called by the half-breeds met at Winnepeg on the 16th. The attendance was not large. After a short time mostly spent in private consultation, it adjourned to the 18th. Copies of Governor McTavish's proclamation, in French and English, were circulated among those present, and produced a marked effect.

A special telegram to the *Globe*, dated St. Paul, Minnesota, Dec. 6th, says—Mr Thomas Boddy, a reliable man, who only left Fort Garry on Nov. 22nd, gives the following intelligence:—The Scotch and English half-breeds are disgusted with the course of the French half-breeds in the disturbance, and utterly refuse to join with them, and it is believed the insurrection is dying out. Only about 50 insurgents remain under arms, and the remainder have disbanded and a large portion of them have gone to the plains upon their winter buffalo hunt.

The insurgent Council met on the 16th and adjourned to the 22nd. The result of their deliberations was unknown; but it was thought probable by the inhabitants of the settlement that they will decide to disband the insurrectionary movement, and invite Gov. McDougall to come in and assume the reins of government. The Indian tribes, the Crees and Bungeis, are both favourable to Mr McDougall.

Mr Boddy says so strong was the opposition of the English and Scotch inhabitants to the course pursued by the French element that had the time arrived for the Hudson Bay Company to turn over the Government to the Dominion when Governor McDougall reached the border, they would have risen in arms and conducted him to Fort Garry; but until the 1st of December Governor McDougall would have no authority there, nor would they be justified in taking measures to bring him within the Settlement. They therefore let things take their course, biding their time until December 1st, at which date Mr McDougall will issue a proclamation, and probably find little or no opposition to his entry.

Governor McTavish was lying very ill, with no hopes of recovery, yet his authority is respected in civil matters. Since his proclamation, the mails have not been tampered with, nor have travellers been molested.

A large amount of arms and ammunition belonging to the Canadian Government, stored at Georgetown, *en route* under bond to Fort Garry, was recently removed across the borders to Fort Abercrombie for safe keeping, it being understood a conspiracy was on foot to seize it.

☞ The New Yorkers, who were recently viewing with alarm and suspicion, the orders for a strong Spanish naval squadron to rendezvous in their harbour, were further mystified a few days ago, by all the U S troops stationed in the neighbourhood of the city receiving orders to hold themselves in readiness to march at a minute's notice. The speculations as to the possibility of some warlike crisis being imminent were set at rest by the announcement that the military were only needed to protect the Revenue offices in a raid upon a nest of illicit distilleries in the vicinity of the Navy Yard, Brooklyn. The owners of the stills and their friends, to the number of about a thousand, made so fierce an onslaught with bludgeons on their invaders, that some of the "regulars" are reported to have run away; but the working party, manfully protected by "veterans," stuck to their business till they had spilt all the illegal liquor.

THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

A Weekly Journal of Local and General Information,

Will be Published every Saturday Morning, at Two Cents a Copy, or One Dollar a Year, STRICTLY *in advance.*

ADVERTISEMENTS WILL BE INSERTED ON THE FOLLOWING TERMS FOR CASH:—

Six lines, first insertion	0 50
Each subsequent insertion	0 12½
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Above ten lines (per line) first insertion	0 07
Each subsequent insertion, per line	0 02

All Communications for the MERCURY to be addressed (post-paid) to A. SMALLFIELD, Madoc.

THE MADOC MERCURY
AND
NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, DECEMBER 11, 1869.

New Municipality.

The inhabitants of the Townships of Carlow and Mayo, in the rear of the County of Hastings, being desirous of being erected into a Municipality, recently petitioned the County Council for that purpose; but finding that it would be too late to take effect the incoming year they have made a direct application to the Lieutenant Governor, by petition asking that the Government issue a proclamation as provided for in section 27 of Municipal Institutions Act, U. C.

The petition was forwarded to Dr. Boulter, M.P.P., for presentation; with a certificate accompanying it from the Warden.

An acknowledgment has been received from the Assistant Secretary; and we learn that Dr Boulter expects the proclamation will be issued in time for the holding of the January elections.

The Mineral Lands.

We have a suggestion to make, which we respectfully commend to the consideration of the Representative of North Hastings in the Local Legislature. We do so, because to Dr. Boulter has been attributed the credit of having induced the Provincial Government to offer the Mineral Lands in this Riding for sale at $1 per acre; and it is only reasonable to suppose that besides the interest he takes in promoting the welfare of this Riding in general, he must be anxious to do what he can to get the lands disposed of, now that they are offered for sale.

The suggestion, then, is this—That although the lands are offered as Mineral Lands, nobody seems inclined to invest even the moderate sum of $1 per acre in their purchase; partly because the late gold excitement is dormant, if not entirely at an end; and partly because there is no official and authoritative statement put forth as to the nature and probable extent of the other minerals which are supposed to abound in this region, nor any information as to the localities in which they may be sought for with a reasonable prospect of finding them: and therefore it is desirable, that as the Provincial Government offers these lands specifically as Mineral Lands, such information should be furnished, in the interest of the Province, and for the increase of its revenue: and that to accomplish this end, the Government should be requested to make an appropriation—of such amount as they see fit—for a thorough survey of the district in which these mineral lands are situated, by some properly qualified person, whose duty it should be to collect specimens, in duplicate, of all the different minerals and rocks to be found here. One set of these specimens to be sent to the Crown Lands Department in Toronto, and the other to be deposited in the Town-Hall, or some other suitable locality in Madoc, where they might not only be examined by intending purchasers, but would serve as a guide to resident owners who believe they have valuable mineral deposits on their property, as to which of the rocks abounding here would be likely to repay the cost of searching for minerals.

We are no advocates of Government aid being asked for merely private purposes or enterprises; but as the Government has these lands for sale and is well provided with funds, we think that the money needed for the purpose indicated might fairly be asked for and properly granted before the present session closes.

Opposition to the K. & M. RR. at Last!

The opposition to the Kingston and Madoc Railway, which was threatened on the part of Belleville, soon after the close of the meeting in this place which was attended by delegates from all parts interested, has not manifested itself since the first and quickly passing outburst in the *Chronicle*, until this week. But now we find an attempt at it, through the medium of a communication which appears in the Toronto *Daily Telegraph* of the 8th instant. The author, who professedly dates from Hungerford, on the 4th, and signs himself a "Farmer, proceeds, after some introductory would-be witticisms which we need not inflict on our readers, to pitch into Madoc and the Railroad supporters generally in the following style:—

"I may observe, *en passant*, that the treatment accorded to the Belleville delegation by the inhabitants of Madoc, was highly discreditable and richly deserving of some condemnation by every lover of common politeness and good manners.

"At the meeting in question the Madocers manifested bitter hostility toward Belleville; but for what reason I am at a loss to determine, unless it is because the grain buyers of that town once upon a time refused to buy a load of rotten barley from an inhabitant of that township. For, I am informed, that individual, being one of their leading men, made a great hue and cry over the affair, and by greatly exaggerating the matter, succeeded in poisoning, to a considerable extent, the excitable minds of the Madocers against the flourishing old county town.

"O, unfortunate Belleville! to what a melancholy position thy sin has brought thee—for, if you had only purchased that load of 'rotten barley,' you would still, no doubt, be the white headed boy with the courteous Madocers."

This looks very much as if the letter was inspired at least from Belleville, if not actually written there, and this impression is strengthened by the insulting manner in which the writer speaks of the highly respectable audience which attended the Railway meeting in the Town-Hall at Tweed. He asserts that "very few of the gentlemen who form the 'bone and sinew' of Hungerford attended that meeting," but that

"The baker's dozen of farmers who did file an appearance at the celebrated meeting, with a few exceptions, hailed from the north corner of the township. The remainder of the audience (which was few and scattering like hen's teeth), was composed of the following parties, viz.:—Interested railway advocates from Madoc and Elzevir, owners of 7 x 9 village lots, non-residents of the township, loafers, and whiskey suckers, the last being the largest party."

No wonder the writer of such twaddle sends his effusion to a distance, where the facts are not known, instead of subjecting it to the chance of being consigned to the waste-paper baskets of the Belleville editors.

The writer evidently hopes to create an impression which shall influence the Legislative Assembly, that it will be useless to grant the charter for the Railway, because *he* asserts that a large majority of the ratepayers of Hungerford are opposed to granting a bonus of $10,000, and that when the question is forced to a vote, "the interested railway advocates aforesaid will be ingloriously routed, horse, foot and artillery."

It will, however, require something more than this penny popgun attack to effect the threatened "smash up" of the Kingston and Madoc Railway.

The Hon. Mr. Wood, Treasury of Ontario, lai fore the Legislative Assembly on Tuesday the mates of the Province for the next fiscal year en Dec. 31st, 1870. The amounts under the se heads are as follows:—

Civil Government, $120,970; Legislation, $75, Colonization Roads, $50,000; Administration of tice, $194,059; PublicWorks, Capital Account, $ 521 81; Public Works, Miscellaneous, $5,000; lum Maintenance, $163,298, Reformatory, $22, Agriculture and Arts, $69,450. Immigration $24. Hospitals and Charities, $42,510; Literary and entific Institutions, $1,350; Education, $337,47 Unforeseen and Unprovided, $20,000; Miscella $43,683.02; Municipalities Fund, $78,972,84; ges on Revenue, $118.150; Total, $2,066,233 1

MR. WHITE'S RECITATIONS.—The attendance a Town-Hall on Friday evening last, to hear Recita by Mr. Stephen White from the British Poets very limited, owing to the coldness of the we and the distance of the Town-Hall from the c of the village. So many "artists," too, of va descriptions, whose performances did not come their promises, have visited this place on sundr casions, that there is a very natural disinclinati the part of many persons to be "sold" again- this feeling also did its part in diminishing the ber present. Mr. White, however, evidently pos considerable poetic taste, and the manner in w he recited a number of well-known pieces was d vedly applauded. He also recited two short p of his own composition—"the Cottage of Misfort and "Men are Brethren everywhere"—the la short piece in the style of Charles McKay. He cluded, by giving Tennyson's "Charge of the Brigade" in a very spirited manner, and By well-known lines on the Battle of Waterloo.

☞ The W. M. Church will hold their a Tea-meeting first instead of last of the usual in this village, the date being fixed for Thu evening, Dec. 30th.

IN CHANCERY.—KETCHESON *vs.* CAYLEY *et. al.*— case was tried on Tuesday, Dec. 7th, at Cobour fore Vice Chancellor Mowat. John R. Ketc was a surety for William Cork on a certain to secure payment of a mortgage upon a fa Madoc to the Defendants, as a Trustee for the ada Agency Association" now the Colonial Secu Company. Ketcheson paid $338.50 as Bond when the Defendants agreed to foreclose the gage against Cork, and give the benefit of such closure to Ketcheson. After the foreclosure was pleted Defendants denied all right of Ketche the land. The Court held that Ketcheson's equ a surety was not foreclosed, and therefore, gr him the right to redeem. Moss and S. J. B Plaintiff; Crooks for Defendant. We need sc say we are pleased at the result of this suit. is well known that had it not been for the go citement in Madoc, there never would have bee attempt to defraud Ketcheson out of his righ surety. It is well there is a Court of Chanc protect people where common law will not.— *gencer.*

ADVERTISEMENTS

MUNICIPAL ELECTIO

To Whom It may Concern.

NOTICE IS HEREBY GIVEN, by the signed, to the ELECTORS of the MU PALITY of MADOC, that they are required t at the TOWN-HALL,

On MONDAY, the Twentieth Day of Dec instant, for the purpose of Nominating

A Reeve, a Deputy Reeve, and Th Councillors.

to represent the Municipality for the ensuing Y

J. R. KETCHESON, T.-Cl

Office, Town-Hall, December 4th, 1869.

FOUND!

ABOUT a Month ago, A BUNDLE OF R between "The Last Chance" and Eld The owner can obtain them, by paying for t vertisement, and applying to

JAMES MOORE, Eldo

The Best in the World!

THE SCIENTIFIC AMERICAN.

$1,500 Cash. For 1870. $1,500 Cash.

A Valuable Premium for All.

This splendidly illustrated weekly journal of POPULAR SCIENCE, MECHANICS, INVENTION, ENGINEERING, CHEMISTRY, ARCHITECTURE, AGRICULTURE and the kindred arts, enters its TWENTY-FIFTH YEAR on the first of January next, having a circulation far exceeding that of any similar journal now published.

THE EDITORIAL DEPARTMENT of the Scientific American is very ably conducted, and some of the most popular writers in this country and Europe are contributors. Every number has sixteen Imperial pages, embellished with fine Engravings of Machinery, New Inventions, Tools for the Workshop, Farm and Household, Engineering Works, Dwelling Houses, Public Building.

A journal of so much intrinsic value, at the low price of $3 a year, ought to have, in this thriving country, *A MILLION READERS.*

Whoever reads the Scientific American is entertained and instructed, without being bothered with hard words or dry details.

TO INVENTORS AND MECHANICS

this journal is of special value, as it contains a weekly report of all Patents issued at Washington, with copious notices of the leading AMERICAN AND EUROPEAN INVENTIONS. The Publishers of the Scientific American are the most Extensive Patent Solicitors in the world, and have unequalled facilities for gathering a complete knowledge of the progress of Invention and Discovery throughout the world; and with a view to mark the quarter of a century, during which this journal has held the first place in Scientific and Mechanical Literature, the Publishers will issue on January 1st the large and splendid Steel Engraving by John Sartain of Philadelphia, entitled:

"Men of Progress---American Inventors," the plate costing nearly $4,000 to engrave, and contains nineteen likenesses of Illustrious American Inventors. It is a superb work of art.

Single pictures, printed on heavy paper, will be sold at $10, but to any one subscribing for the Scientific American the paper will be sent for one year, together with a copy of the engraving, on receipt of $10. The picture is also offered as a premium for clubs of subscribers.

☞ $1,500 CASH PRIZES. ☜

In addition to the above premium, the Publishers will pay $1'500 in CASH PRIZES for lists of subscribers sent in by February 10, 1870. Persons who want to compete for these prizes, should send at once for prospectus and blanks for names.

Terms of Scientific American, one year, $3.00; six months $1.50; four months, $1,00. To clubs of 10 and upwards, terms $2,50 per annum. Specimen copies sent free. Address the Publishers,

MUNN & CO.,
37 Park Row, New York.

How to get Patents.—A pamphlet of Patent Laws and instructions to Inventors sent free.

LIST OF LETTERS

Remaining in Madoc Post Office, Dec. 1st, 1869.

Badgley, Thos	Loynes, R
Bradshaw, Elizabeth	Lyones, Miss Mary
Carman, Robt	Lewis, Mrs Mary Ann
Carman, Jno (2)	Lachy, James
Calvin, Jno	McGregor, Miss E
Cracknel, Miss Mary	McCoy, Wm
Fox, Jos	McGinnis, Mrs Mary A
Fin, Miss C	McKemil, Donald
Gream, Morley	Moore, Wm
Glover, Philip	Noorie, Coleman
Gordon, Robt	Phillips, M E
Gilon, Jno	Palmer, Alex
Hazzard, Jno	Quinlin, Thos
Hauser, Miss Jennie	Sullivan, Tady
Hoover, Codt	Vandusen, Philip
Kincade, Wm	Witock, James

Please ask for Advertised Letters when calling for the above.

E. D. O'FLYNN, *Postmaster.*

School Taxes, Section No 1, Madoc.

NOTICE is hereby given, that the Taxes are NOW DUE for this Section.

The Rate Bill will be found for the next Ten Days at the Office of the Secretary-Treasurer.

THOMAS CROSS, Secretary-Treasurer.

Nov. 26th, 1869.

Stray Steer.

CAME to my enclosure, on the 20th September, a Steer, three years old, or coming four. The owner is requested to prove property, pay charges, and take the animal away.

FARQUHAR McKINNON.

Lot 12, 9th Con., Madoc.—Nov. 24, 1869.

To Whom it may Concern.

TAKE NOTICE, that the Council of the Corporation of the County of Hastings will meet at the SHIRE HALL, on TUESDAY, the 14th day of DECEMBER instant, for the despatch of general business.

THOMAS WILLS,
County Clerk.
County of Hastings.

Belleville, Dec. 8, 1869.

WILLIAM MOORE,

Boot and Shoemaker,

DIVISION STREET, MADOC.

☞ Repairs neatly and cheaply executed.

Strayed!

A MONTH ago, a Yoke of OXEN,—one a Red and White spotted Mully, the other a Dark Grey, with horns; coming five years old. Any one giving information to the undersigned that will lead to their recovery, will receive a reward of Five Dollars.

JAMES JARVIS.

Lot 8, 1st Con., Madoc.—Nov. 15, 1869.

Stray Heifer.

CAME to the premises of the undersigned, some some time in the month of September last, a Two-year old Red Heifer. The owner is requested to prove property, pay charges, and take the animal away.

MALCOLM MACKINTOSH.

Lot 7, 5th Con., Madoc.—Nov. 18, 1869.

WANTED!

20,000 RAILROAD TIES, and

4,000 CORDS CEDAR BOLTS,

Delivered on the shores of Hog Lake or the River Moira.

W. A. HUNGERFORD & CO.

Madoc, Oct. 8, 1869.

Village Lots, for Building Purposes, at Reasonable Prices.

THE SUBSCRIBER offers for Sale **Fifty Eligible Building Lots,** situated in the immediate vicinity of his Grist-Mill, and contiguous to the Southern portion of the village of Madoc

All parties desirous of securing a place of residence in a healthy locality and a desirable neighbourhood, will be treated with on favourable terms, both as regards *price* and *terms of payment.* Title indisputable. Apply to

CHARLES KIRK, on the Premises.

E. FRANKLIN,

Licensed Auctioneer, for Hastings Co.,

MADOC.

MONEY advanced on Consignments.

☞ Sales in any part of the County attended on moderate terms.

HARDWARE! HARDWARE!

JUST ARRIVED!

THE FALL STOCK

or

HARDWARE of All Descriptions!

Also, the LARGEST ASSORTMENT of

STOVES,

ever brought into Madoc, consisting of

New Dominion, Royal Oak, Protectionist, Confederate, Small Ditto, Governor, Small Ditto, Housekeeper, King, Northern Farmer, Black Giant, Three Sizes, Fulton, Rambler, Prize Parlour, Cottage Ditto.

Oils, Paints, Coal Oil,

WINDOW GLASS, SASH, LAMPS, &c.

TIN-WARE, STOVE-PIPES, DUMB STOVES, T-PIPES, ZINC,

And a LONG LIST OF ARTICLES, Too Numerous to Mention.

JOHN DALE.

Madoc, Sept. 4, 1869.

JOHN DALE,

MARRIAGE LICENSE AGENT,

MADOC.

Forneri & Kennedy,

CIVIL AND MINING ENGINEERS, PROVINCIAL L. SURVEYORS, and LAND AGENTS.

OFFICE, Next Door to the Huffman House, MADOC.

☞ Lands Carefully Examined and Reported on.

Money to Loan.

C. C. FORNERI, *C.E.&P.L.S.* L. KENNEDY, *C.E.& P.*

All Orders by Mail receive Immediate Attention.

G. M. BROOKS, Madoc.

AGENT for BENNETT & BAIN'S Celebr ALE, BEER and PORTER.

The Trade supplied on Liberal Terms.

Dentistry.

GEO. W. WALKER, L.D.S.,

SURGEON DENTIST, BELLEVILLE.

WILL be in his ROOMS at MOON'S Ho Madoc, on the first MONDAY and TUESD of every Month.

WANTED!

5,000 New Subscribers

AND ADVERTISERS,

so that the

Madoc Mercury

may be

ENLARGED

To Dimensions corresponding with the Importan OF THE NEW RAILWAY DISTRICT AND IT VARIED INTERESTS.

☞ *Send on the Names and Subscriptions at once*

THE CHRONICLE AND NEWS.

THE CHRONICLE AND NEWS (weekly editio of the DAILY NEWS, Kingston), is publishe every Friday at Two Dollars per annum. Sent si months for One Dollar. DAILY NEWS, Five Dolla per annum.—Address the Publisher, Kingston.

NOTICE.

K. McKENZIE has ceased to be our Agent a EGAN FARM, and is not authorized to con tract further obligations in our name.

BRONSON & WESTON.

Ottawa, Oct. 23rd, 1869.

J. R. KETCHESON,

Registrar of Births, Deaths, & Marriages and Township Clerk,

WILL be at the TOWN-HALL, MADOC, every SATUR DAY, to attend to the business of the Township.

FOR SCHOOL BOOKS, STATIONERY, AND CHILDREN'S BOOKS,

At Publishers' Prices, Call At

WILSON'S DRUG STORE,

DURHAM STREET, MADOC.

MR. GREAM,

Solicitor and Attorney of the Chancery and Law Courts of England,)

Conveyancer, Coroner, &c.

C. G. WILSON,

CHEMIST AND DRUGGIST.

DURHAM STREET, MADOC.

MADOC MARKET PRICES.

FRIDAY, Dec. 10th, 1869.

WHEAT	$0 90
BARLEY	0 00
RYE	0 00 a60
OATS	0 30
PEAS	0 50
BUTTER	0 18
EGGS	0 12½
PORK	7 00,50
HIDES	6 00

MISCELLANEOUS NEWS.

Queen Victoria, it is said, has saved $10,000,000.

It is said that there are but four cities in Europe which contain more than seventy churches.

A fellow in Oswego won fifty cents by eating 88 buckwheat cakes in ten minutes.

A street-car conductor in New York recently shot and killed a passenger because the latter would neither pay his fare nor get off the car.

A large quantity of timber is being shipped from the Mitchell station for ship-building purposes in Quebec.

Gold in considerable quantities has been found in Lapland, and the circumstances of its discovery remind one of the gold discoveries in California.

Both the papers in Somerset county, Penn., are owned by two partners of different politics. Each edits the paper in whose principles he believes, and the profits are divided.

Sir Roderick Murchison intimated in his recent opening address at the Royal Geographical Society that it is proposed to confer a pension, and possibly a title, upon Dr Livingstone, on his return from Africa.

The London and North-Western Railway Company has, it is stated, determined to run penny trains on a branch line recently constructed between the central station at Liverpool and Bootle, with the view of accommodating workmen.

Woolwich dockyard, England, is to be sold in the spring, and it is expected to realize from three-quarters of a million to a million of pounds sterling, which will be carried to the credit of the navy estimates of 1870.

Some of the New York *Tribune* stock has recently been sold for $10,000 a share—an advance of $4,000 from what it was two years ago. The paper has divided in that time twice as much as it ever did before in the same time.

Miss Burdett Coutts has caused an experiment to be made with cattle trucks fitted with hay racks, water troughs, and other arrangements, for the more humane transit of animals by rail. As might be expected, the results were highly satisfactory.

California is crowded with printers, about fifty being out of employment at Sacramento, and one hundred at San Francisco. An effort is being made to reduce the rate of wages to Eastern prices. A general "strike" is expected.

Travellers from the Upper Ottawa state that the snow is eighteen inches deep in Clarendon, in the county of Pontiac. Further up the snow is still deeper. On the Petawawa it is said to be nearly three feet deep.

Electricity as a heating medium has, it is asserted, been successfully tried at the Hotel Dieu Hospital, in Paris, and it is reported that hereafter the other large hospitals of that city will be warmed by means of the electrical apparatus instead of coal.

The twenty-five students of "journalism" to be admitted to General Lee's college, are to be nominated by typographical unions and editorial recommendation. The twenty-five select their studies, and are under no expense, except for board. Five nominations have been confirmed.

Lyman Allen, a noted miser of Jersey City, who died very suddenly in his chair at Taylor's Hotel in that city, a few days ago, left $700,000 worth of securities in his trunk, which no one dreamed he possessed. He was always meanly clad, and professed to be very poor.

Dr Bernsie, of Paris, bleaches the ruddy noses of topers by means of electricity. He has recently restored a lady of the highest rank to happiness, changing her nose, a blooming rose, into a delicate pink, and the case is causing great sensation in the scientific world.

Twenty-one London boys, from the Earl of Shaftesbury's school for destitute boys and girls, are on their way to Kansas to join an English colony at Wakefield, where homes have been provided for them. Mechanical trades are to be taught the lads; but agriculture is to be the speciality.

Mr Paul Gerars, who is brother-in-law of the Portuguese Minister at Washington, is about to marry Miss Mary Wormley, a very accomplished person, but the daughter of a coloured citizen of Washington, called a caterer, and possessed of wealth. Society will, it is said, be stirred to its foundations by this untoward event.

A few months ago, the prophets of a new religion made their appearance in Russia, preaching self-destruction by fire as the only sure road to salvation. So readily did the ignorant and superstitious peasantry receive their doctrine, that in one large village no less than 1,700 persons assembled in some wooden houses, and having barricaded the doors and windows, set the buildings on fire and perished in the flames.

A gentleman, Mr De Graaf, who left Red River about eight days before, arrived in Toronto on the 3rd instant, and from him we learn that the reports of the force really organised to resist the lawful authorities within the Territory, have been very much exaggerated. The number of men banded together to oppose Gov. McDougall's entry, never amounted to more than two hundred. At the present time there is no interruption to passenger travel out of, or into the Territory, greater than there was a year ago. He says that any one *ordered* to go to Red River can go there as easily now as he could a year ago. We leave our readers to draw their own conclusions from these statements.—*Telegraph.*

Mr James Ermatinger, of Montreal, lately spoken of as about to go to the North-West as a peacemaker, is a brother of the late Captain Charles Ermatinger, who was sent, some years ago, to conciliate the Indians on the north shore of Lake Superior, when the mining limits were first surveyed. He not only spoke the Chippeway tongue, but was allied to them by blood. His mother owned a property known as Elmwood, near Longue Pointe, close to Montreal, where she resided and died. She bore the name of "Abitebe," and was head chief of the Ojibbeways. Her son Charles succeeded her, and we believe James, who is now on his way to the Red River, is regarded as the present chief. His grandfather was a renowned warrior; he bore arms in support of the Crown during the war of 1813.

A regular shindy was kicked up in the London (Ont.) City Council the other evening, over Alderman Glackmeyer's expenses to Troy to purchase a bell. Ald. Smith said $85 was extortionate, as he could get a cabin passage to Europe for $70. Ald. Farris didn't condemn the expense so much as the committee that sent Ald. Glackmeyer, and said that the committee actually proposed to send him before any proposition had been received. Ald. Campbell said that was an infamous falsehood, and he wouldn't swallow such hoss-trot bullying. Ald. Egan said the fare to Troy was only a little over $6, which was denied by Ald. Glackmeyer, who said he travelled first class like a gentleman, and not third class, as Ald. Egan does, like a nigger. After all hands had a share in the row, the bell clause was lost.

FREE TRADE V. PROTECTION.—On Nov. 12 the "Revivalists of British Industry" held their thirty-first public meeting at the Town Hall, Shoreditch, London. Both the body of the hall and the gallery were crowded, there being probably not fewer than 1,500 persons present. Mr. J. Roberts, president of the association, occupied the chair, and, in his opening remarks, said they had to meet more than ordinary foes that evening, as there were gentlemen present who would beat them if they could possibly do so. He was glad to see those gentlemen amongst them, for he believed that the Protectionists had a good cause, and he was willing to leave the meeting to judge for themselves as to which party was in the right. Mr. Greenall moved the adoption of a petition to the Queen praying for the appointment of a committee, consisting of twelve judges, for the purpose of instituting an inquiry into the operation of free trade in this country. Mr. T. G. Atkins moved, and Mr. Wales seconded, an amendment, expressing an opinion that a return to a system of protective duties was not calculated to provide a remedy for existing evils. Mr. Noble proposed that, in lieu of the suggested memorial to the Queen, another, which he read, should be adopted by the meeting and presented to the Chancellor of the Exchequer, requesting that legislative measures might be taken for fully developing the principles of free trade, and removing the duties from articles of necessity. Mr. E. Walker seconded this resolution. Addresses were also delivered by Messrs. Strokes, Hyde (vice-president of the association), Lucraft, and others; after which the chairman rose for the same purpose, but, commencing with a statement that the working classes of this country did not contribute more than their fair share towards the revenue of the country, he was met with such a storm of hisses and discordant cries that he was for some minutes unable to make himself heard. As soon as these noises had subsided, he continued by saying that everyone wanted protection for his own trade, but was unwilling that any other should be restricted. This remark occasioned a renewal of the disturbance, which prevented him from continuing his speech. Mr. Noble's amendment was then put to the meeting, when the show of hands was about equal, but the resulution was declared to be lost. Amidst a perfect tumult the motion for the adoption of the petition to the Queen, was then put and declared to be carried, and the meeting was brought to a close.

Prince Arthur was informed on Saturday by a cable telegram that he was once more an uncle, the Princess of Wales having been safely delivered of a son. Both mother and child, we are glad to learn, are doing well.

VARIETIES.

When is a good joke like a broken-winded horse?—When it's a "roarer."

Why is a man who never lays a wager quite as bad as one who does?—Because he's no better.

Lovers, like armies, get along well enough till engaged.

Job never put up any stoves. It would have ruined his reputation if he had.

'I feel,' said an old lady, 'that I've got about through with this world; I shan't enjoy much more trouble.'

'The politicians have thrown me over-board,' said a disappointed politician, 'but I have strength enough to swim to the other side.'

The young man who sang, "I'm lonely since my mother died," isn't quite so lonely now. His father has married again, and his stepmother makes it lively enough for him.

A good story is told of a bootblack, whose energies were taxed by the huge shoes of a private just returned from the war. The little fellow, kneeling down, looked over his shoulder to a comrade, and exclaimed: 'Lend me some spit, Jim; I've got an army contract.'

Words are little things, but they strike hard. We wield them so easily that we are apt to forget their hidden power. Fitly spoken, they fall like the sunshine, the dew, and the drizzling rain; but when unfitly, like the frost, the hail, and desolating tempest.

They have in Wisconsin what are called "hard times parties." The invitations are written on brown paper, and request the guests to dress in their old clothes. Bean soup, crackers, and dried herrings, constitute the refreshments, with "cambric tea" and water to wash them down. The guests walk home.

"According to Milton, 'Eve kept silence in Eden to hear her husband talk,'" said a gentleman to a lady friend; and then added, in a melancholy tone, "Alas, there have been no Eves since."—"Because," quickly retorted the lady, "there have been no husbands worth listening to."

A certain mountebank announced to a large audience that, at the next entertainment, he would show to every man present what was in his heart. The time came, and the concourse was immense. All waited with deathlike silence. He stood up, and in a single sentence redeemed his pledge—"You all wish to buy cheap and sell dear."

The following singular will was made by a miser in Ireland:—"I give and bequeathe to my sister-in-law, Mary Dennis, four old worsted stockings, which she will find underneath my bed; to my nephew, Charles Macartney, two other pairs of stockings, lying in the box where I keep my linen; to Lieutenant Johnson, of His Majesty's fifth regiment of foot, my only pair of white cotton stockings, and my old scarlet great-coat; and to Hannah Burke, my housekeeper, in return for her long and faithful services, my cracked earthern pitcher." Hannah, in high wrath, told the other legatees that she resigned to them her valuable share of the property, and then retired. In equal rage Charles kicked down the pitcher, and as it broke, a large number of guineas fell out, and rolled along the floor. This fortunate discovery induced those present to examine the stockings, which to their great joy, were crammed with money.

A PLEASANT SENSATION.—A Frenchman giving an account of his travels in the United States, said in a letter, that while on board the steamboats he felt the same degree of security that he should have experienced had he resided in the third story of a house of which the basement was a powder magazine, with the house burning down.

HIGH CHURCH OR LOW CHURCH.—A clergyman went to a hotel to order dinner for a number of clerical friends. "May I ask, sir," demanded the manager, gravely, "whether the party is High Church or Low Church?" "Now what on earth," cried the clergyman, "do my friends' opinions matter to you?"—"A great deal, sir," rejoined the manager: "if High Church, I must provide more wine; if Low Church, more wittles."

THE MADOC MERCURY
AND NORTH HASTINGS MINING NEWS.

No. 364. MADOC, (HASTINGS CO., ONT.,) SATURDAY, DECEMBER 18, 1869. PRICE TWO CENTS.

Wooden Railways.

T. F. Molesworth, Esq., of the Public Works Department, in his report to the Committee on Wooden Railways, after expressing his preference for Mr Hurlbert's wooden rail, says :—

"In comparing the advantages of a light iron track with a wooden one, on a railway for use in opening up a new district, I have made the following estimate of cost and maintenance of rails for fifteen years, presuming that the traffic would be of such a light nature that a road laid with iron rails of 56 lbs to the yard would stand fifteen years without renewal, and allowing three years for the period of renewal for the wooden rails.

RAILWAYS WITH LIGHT IRON RAILS.

Iron rails for one mile, 56 lbs per yard, 88 tons, at $50	$4,400 00
Fish plates, at $1 per pair	500 00
Spikes	200 00
Ties, 2,112, at 20 cents	422 40
Track laying	250 00
Total cost	$5,772 40

RAILWAYS WITH PLAIN WOODEN RAILS.

2,640 ties, notched, at 20 cents	$528 00
25,000 feet B.M. hardwood rails, at $10	250 00
1,510 wedges	50 00
Track laying	250 00
	$1,078 00

The difference in first cost being $4,694 40 per mile, allowing one man per mile for maintenance work on each road, and the duration of the ties, ballast and other things, being equal on both systems, the comparison of difference of cost in maintenance for that period, will be between the cost of the renewal of the iron rails, fish plates and spikes on the one, and the wooden rails and wedges on the other, with the addition of the extra labour for more frequent renewals, and may be stated thus :

IRON RAILS RENEWED ON ONE MILE IN 15 YEARS.

88 tons (less cost of old iron) at $28	$2,464 00
Fish plates and spikes, half amount renewal	350 00
Cost per mile	$2.814 00

WOODEN RAILWAY RENEWALS.

Hardwood and wedges, costing $300 per mile, renewed once in each 3 years	$1,500 00
Extra labour required for renewals	750 00
Cost per mile for 15 years	$2,250 00

The difference in cost of renewal being in favour of the wooden rail amounts to $4,694 40, or say $4,600, the interest on which at six per cent, amounts to $276 per annum, or $4,140 in the period of fifteen years, for which the renewals of each rail are given. I think there can be no doubt that, taking these facts into consideration, the wooden railway supplies a desirable means of opening up the resources of a new district, with a light traffic, which would not yield a proper return for the more costly iron. But, in the construction of such a railway through a fertile district, the works should be constructed with a view to the wooden rail being replaced by an iron one at a future period, when the increased traffic should render such a change desirable."

In the Legislative Assembly, on Thursday, the 9th instant, Mr Carnegie presented the Report of the Committee on Wooden Railways, recommending the adoption of the system of wooden railways for the development of the backwoods districts of the country.

Kingston and Madoc Railway

On Thursday the 9th inst., the railway committee took into consideration the Bill (No 48) Act to incorporate the Kingston and Madoc Railway Company. Mr. Strange.) The Act was for the purpose of empowering a company to construct a railway with iron or wooden rails from the city of Kingston to the village of Tamworth, township of Sheffield, and thence to Madoc.

Attorney General Macdonald objected to clause 6. which provides that the Company shall have power to construct, purchase, charter and navigate scows, boats, sail and steam vessels on any lake, river or stream near to, or touched by the railway, for the purpose of traffic therewith. He said this clause would empower the Company to navigate the St. Lawrence and Lake Ontario.

After a short discussion the clause was amended by adding the words "except the river St Lawrence and Lake Ontario."

The other clauses were adopted without any material alteration, an additional one being inserted to the effect that any aid offered to the company by municipalities might be upon a provision securing it to certain purposes, and that the fact that the money so raised is applied to the particular works, shall be certified by the Chief Engineer of the railway.

The committee then rose.

PROPOSED EXTENSION OF THE MADOC RAILWAY.—The ratepayers of the township of Asphodel, near Peterborough, a township in the same tier as Madoc, recently held a meeting and instructed the Secretary to send an application to the Directors of the Kingston and Madoc Railway, promising assistance, and requesting the Directors to frame their charter so as to admit of an extension of the line to their township. This application arrived too late to admit of the charter being amended the present session ; but if in the meantime the movement for an extension of the line to Peterborough is taken up, and a good case presented, it will be a matter for careful consideration. An amendment to the charter could no doubt be readily obtained at any subsequent session of the legislature. It shows the importance and capabilities of the railway to Madoc to find a bona fide proposition for its extension made at so early a stage of the project. The enterprise may yet widen until it extends to the Georgian Bay.—*Kingston News.*

OTTAWA, Dec. 9.—By an order-in-Council made today the respective duties of the departments of the Secretary of State for Canada and Secretary of State for the Provinces are more clearly defined.

Hon. Mr. Aikens will assume charge—1st. Of all State correspondence and care of State records. 2nd. Registration of all instruments under the great seal as Registrar General. 3rd. Ordnance lands and public real property not under the management of the Board of Public Works.

Hon. Mr. Howe will conduct—1st. All correspondence between the Dominion and Provincial governments, and will have charge of all records with regard to the relations of the several provinces with each other. 2nd. Management of Indian affairs. As the Secretary of State for the Provinces will conduct the correspondence with Governor Macdougall relative to the affairs of the North-west territory, it has been deemed desirable to transfer the Indian branch of the Secretary of State department and place it under Mr. Howe's direction. 3rd. Supervision of geological survey.

OTTAWA, Dec. 8.—Mr. Donald G. Smith, whose arrival in Ottawa I mentioned some days ago, received a cable despatch yesterday from the Hudson's Bay Company to proceed at once to Red River to assist Governor McTavish in the administration of the territory, or succeed him in case of his demise. He will arrive here to-morrow from Montreal and proceed at once to Fort Garry. Despatches received by the government from Mr. Macdougall and Governor McTavish represent the difficulties in the territory to be subsiding. Governor Macdougall will enter the territory as soon as the Queen's proclamation reaches him and the authority of the Dominion government, and the question of territory will be at once announced by him in a proclamation dated from Fort Garry. The Executive Council will meet at once and every reasonable representation from the half-breed population will receive the earnest attention of the government of the territory. Hon. Dr. Tupper remained in Ottawa to-day and will leave with Mr. Smith on his arrival from Montreal.

SHIPMENT OF ARMS FOR THE FENIANS.—*New York*, Dec. 12.—Large quantities of arms were shipped yesterday from the Fenian headquarters in this city. Destination not known.

CRITICAL CONDITION OF IRELAND.—*New York*. Dec. 13.—A despatch from London last evening says Her Majesty's ministers held three cabinet meetings in Downing street, during the week just ended. The present critical condition of affairs in Ireland, with the state of the island generally, was considered and debated at each. At the last meeting it was resolved by the Government to proclaim the county of Tipperary, in the province of Munster, with portions of the county and city of Londonderry, in Ulster, as being in a state of insurrection described in the late act of Parliament providing therefor and so empowering them to act. Five thousand additional troops of the line will be despatched immediately to Ireland, raising the total force of the regular army serving there to about 30,000 men. This is to meet the emergency as at present presented. On the assembling of the Imperial Parliament on the 10th of Jan. next, a bill will be immediately introduced to empower the Government to suspend the act of *habeas corpus* in Ireland by executive order, not waiting for an act of the Legislature, when it is deemed necessary for the public safety to do so.

THE SPANISH GUNBOATS.—*New York*, Dec. 13.—Eighteen of the Spanish gunboats at the Delamater ironworks were towed into the stream and anchored there yesterday. They are now in the hands of the Spanish officers, by whom they are being prepared for service.—The *Sun* says the Cuban Junta received an official telegram on Saturday night from Washington saying that an order was to be issued yesterday to have the gunboats re-seized, and that the administration was indignant over their release prior to the 14th instant, the date on which the libel was returnable. The probabilities are that the government surveillance over them, which was withdrawn last Friday, will be resumed this morning. How long it will last is uncertain. The superlative haste to release the flotilla may after all result to the benefit of Cuba.

The *Sun* says editorially, "We learn from Washington that the Spanish government have organized a large and powerful lobby to operate upon Congress this winter and prevent any legislation favourable to the struggling patriots of Cuba."

MADRID, Dec. 13.—There is great rejoicing here over the news received from New York of the unconditional release of the Spanish gunboats.

THE WAR IN PARAGUAY.—*Lisbon*, Dec. 13.—Rio de Janeiro dates to Nov. 22nd have been received. The allied army under command of Prince D'Eu had moved upon and captured one after another Paguaty, Curuguaty and other strongholds of the Paraguayans, killing and wounding and taking prisoners nearly 400 of the enemy, and capturing a large amount of war material. Over 900 families were restored to their liberties and homes by these actions. At last accounts the allies were marching on Iguateruy, the last outpost of President Lopez.

WASHINGTON, Dec. 13.—A courier from Paraguay, who arrived at Valparaiso on Nov. 2nd, brings reports that Lopez on his flight to the Bolivian frontier committed great atrocities. At San Estiniasa, he discovered a revolutionary plot among his followers, and caused 100 of them to be shot. His force was reduced to 200 ill-conditioned men, with 12 pieces of artillery drawn by hand. His army chest is plentifully supplied with the sinews of war, he having in his train twelve carts loaded with money.

The London *Record* says that the late Earl of Derby has left a fortune of £190,000 a year. When his lordship succeeded to his estates they were said to be worth £60,000 a year ; but the great increase is attributed to the wonderful extension of factories in Lancashire, and the consequent enormous increase of buildings.

THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

A Weekly Journal of Local and General Information,

Will be Published every Saturday Morning, at Two Cents a Copy, or One Dollar a Year, STRICTLY in advance.

ADVERTISEMENTS WILL BE INSERTED ON THE FOLLOWING TERMS FOR CASH:—

Six lines, first insertion	0 50
Each subsequent insertion	0 12½
Six to ten lines, first insertion	0 70
Each subsequent insertion	0 16
Above ten lines (per line) first insertion	0 07
Each subsequent insertion, per line	0 02

All Communications for the MERCURY to be addressed (post-paid) to A. SMALLFIELD, Madoc.

THE MADOC MERCURY
AND
NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, DECEMBER 18, 1869.

The K. & M. RR. Bill Passed.

The Kingston and Madoc Railway Bill was read the third time and passed on Wednesday; some further amendments suggested by Mr Cameron having been adopted on the preceding day. Of the nature of these amendments we have at present no information, but they are probably not of any material importance, as they are not specified in the newspaper reports of the Legislative proceedings.

On Friday last, it was reported in Madoc that there was no likelihood of the charter being obtained—as there would be determined opposition to it from the southern part of the County; and that even without this obstacle, the case was a hopeless one, as the session would be closed before the bill could be reached in regular order. There was probably just as much foundation for the one statement as the other: the bill having been passed in good season, after all, and apparently without the slightest manifestation of hostility on the part of any "southern" M.P.P., or any signs of that other bugbear, the opposition of the Grand Trunk Railway.

So far, then, all has gone well; for we have no hesitation in saying that if the present session had closed without the charter being granted, the chances of the enterprise being pushed on successfully would have been very seriously damaged. But although a very important step has been gained—as without the charter being obtained, nothing further could have been done—all the real hard work has yet to be accomplished. Not only have the promised bonuses to be secured, but the far more difficult task of getting the amount of stock necessary to be subscribed has to be undertaken. There is a fair amount of enthusiasm in favour of the project, it is true; but the fact that such rumours as above alluded to have been put in circulation, shows that there are some persons who earnestly desire to bring about the failure of the Kingston and Madoc Railway. They are likely to work with a will; and their insinuations and carping doubts must be met with an opposition more determined and effective than that which they have prated about. It must, however, be remembered, that what is everybody's business is nobody's business: and that as few, nay most likely none of those who are anxious to see the road built with as little delay as possible, can afford the the outlay of time and money which was expended on behalf of the Toronto narrow gauge lines,—it should be made somebody's business to "stump" the whole of the district through which the railway is intended to pass, and put clearly before the owners of property the advantages which would be derived from the construction of the road, and the necessity of all doing something towards it. There is not an owner of fifty or a hundred acres of land,—not a merchant or tradesman—within ten miles of the line of the road but could better afford to *give* $20 (the amount of a single share) outright than see the scheme fall through. Only let this be made to be clearly and fully appreciated, and there is little doubt of the needful amount of stock being subscribed, and in time to have the road built within a year. But it will require the services of a competent person to effect this; and we hope that the Provisional Directors will take the same view of the matter, and endeavour to enlist the aid of an agent to perform this work.

The *Intelligencer* last week propounded the query—Why municipalities granting bonuses to the Railway should not be represented on the Board of Directors. To us it seems this question is easily answered—first, because provision is made that the bonuses shall be expended only within the limits of the municipalities granting them, and on certain conditions being fulfilled; and secondly, because it would make the Board of Directors altogether too large to work efficiently.

The *Chronicle* in its last issue says:—

There is one point to which we call the attention of our friends in the North Riding, who have decided so eagerly in favour of Kingston, and whose money will be asked to build this wooden Railway.

Mr. Moberly states that a hardwood rail, *if properly maintained*, would probably last five years, "with a *small traffic*, and light engines not running over a *speed of from* 10 to 12 *miles an hour*."

Now a road that will not do better than this, will be no benefit to farmers, whose teams will take them by good gravel roads to Belleville, quicker than a Railway with increased expense can take them to Kingston.

We are not very much afraid that this disinterested appeal to the farmers will do much towards "smashing up" the K. & M. R. R. The farmers are wide-awake, and perfectly understand that with a railroad running they will have no occasion to take their grain any farther than to the Madoc or other nearest station. No need to go only 26 miles by a good gravel road at all.

Madoc Township Council.

TOWN-HALL, Monday, December 13, 1869.

Present:—Thomas Cross, Deputy Reeve; James Blair and John Tassie, Councillors.

The minutes of the last meeting were read and approved.

The sums of $1.80 and $1.12½ were ordered to be refunded, respectively, to Joseph Pine and John Woods, for over-assessment for the year 1869.

An account from Adam Allen for $4, for repairing the bridge or causeway near Thomas Hart's, on the road leading to John Colvin's, was ordered to be paid.

On motion of Mr Tassie, seconded by Mr Blair, the time for the collection of taxes was extended until the 17th of January, 1870.

On motion of Mr Tassie, seconded by Mr Blair, the complaints of several parties with regard to back taxes, were referred to a committee, consisting of the Reeve, the Deputy Reeve, and S. D. Ross, which they are directed to examine into and decide upon; the Reeve to carry out the instructions of the said committee.

Mr J. H. Dunn, Road Surveyor, presented his account for advertising, letting and examining sundry road jobs; and the amount, $17,50, was ordered to be paid.

A petition from G. M. Brooks, signed by a number of householders, asking that his shop liquor license might be exchanged for a tavern license, was presented and received, but not entertained.

A by-law was passed, establishing the road, thirty feet wide, lately applied for, from the village of Bannockburn, across the 6th, 7th and 8th concessions, to Bond's school-house.

A by-law was also passed, fixing the time and place for holding the municipal election.

The Council adjourned, subject to the call of the Reeve.

THE MUNICIPAL ELECTION promises to be a very quiet affair this year. If there are any aspirants for the honour of serving the Township as Councilmen, &c., they are keeping their intentions to themselves, and from the public, until the day of nomination.

Proclamation!

PROVINCE OF ONTARIO.

VICTORIA, by the Grace of God, of the United Kingdom, QUEEN, Defender of the Faith, &c., &c., &c. To all to whom these presents shall come, or whom the same may concern—GREETING.

J. S. MACDONALD, *Attorney-General.* } WHEREAS, it is in and by the fifty-first chapter of the Statutes of Canada, 29 and 30 Vic., amongst other things, in effect enacted, that in case a township be laid out by the Crown in territory forming no part of an incorporated county, the Governor may by Proclamation erect two or more of such townships lying adjacent to one another, into an incorporated union of townships and annex the same to any adjacent incorporated county; and whereas, by their petition transmitted to Our Lieutenant-Governor in Council, the inhabitants of the townships of Mayo and Carlow, heretofore being in the District of Nipissing, have prayed that a proclamation do issue, annexing the said township to the County of Hastings for municipal and other purposes; and whereas, Our Lieutenant-Governor deems the circumstance of the said townships such as to call for the annexation desired.

Now know ye, that by and with the advice of Our Executive Council of Our said Province, and in pursuance of the power and authority conferred in and by the hereinbefore in part recited Act of the Legislature of the late Province of Canada, and of all other our powers and authorities in this behalf, We do hereby by this Our Royal Proclamation erect the townships of Mayo and Carlow into an incorporated union of townships, and do annex the same to the County of Hastings; and we do further by this Proclamation appoint James Wilson, Returning Officer, to hold the first election for municipal officers for the said united townships, and we do further proclaim that such election shall take place at Boulter, in the said township of Carlow; of all which Our loving subjects and all others whom these presents may concern are hereby required to take notice and to govern themselves accordingly.

In testimony whereof, we have caused these Our Letters to be made Patent, and the Great Seal of our said Province of Ontario to be hereunto affixed:

Witness the Honourable WILLIAM PEARCE HOWLAND, Companion of the most Honourable Order of the Bath, Lieutenant-Governor of our Province of Ontario, at our Government House, in our City of Toronto, in our said Province, this Eleventh day of December, in the year of our Lord one thousand eight hundred and sixty-nine, and in the thirty-third year of our Reign.

By Command.

M. C. CAMERON.

Secretary.

Proposed Penny Readings, &c.

Suggestions have been made, almost simultaneously, by sundry persons during the last few days, in favour of the establishment of a course of Penny Readings for the ensuing winter evenings, or for the formation of a Mutual Improvement Association in this village, the members of which shall deliver lectures or recitations, and give selections of vocal and instrumental music. Amongst others, who feel in these parts, where there is no regular place of sale for periodicals, the want of a sufficient and varied supply of the current literature of the day, there is a desire for setting on foot a Book Club, by subscription to which the dearth of new books may be somewhat ameliorated.—It is therefore proposed to hold a meeting in the Village School-house on Tuesday evening next, at eight o'clock, to take these various propositions into consideration, and see whether there is a sufficient amount of interest taken by the public, to secure any one of them being put in operation, or to effect a "patent combination" of them all.

THE COMMON SCHOOLS BILL, which was left over from last session, has been withdrawn by the Provincial Government, in consequence of the number of amendments to Dr. Ryerson's pet scheme which were carried by the Legislative Assembly.

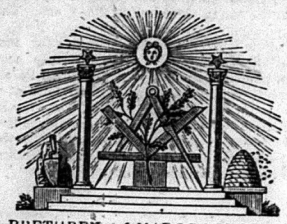
THE PROMENADE CONCERT, in aid of St. James's Church, Tweed, proved quite a success—being well attended notwithstanding the unfavourable state of the weather in the early part of the day. The proceeds amounted to $25. We may have fuller particulars next week.

FOXES, we are informed, are very numerous this season in some parts of Madoc township.

ADVERTISEMENTS.

St. JOHN'S. DAY,

27th DECEMBER, 5869.



THE BRETHREN of MADOC LODGE, No. 48, A. F. & A. M., intend celebrating St. John's Day by attending DIVINE SERVICE at St. JOHN BAPTIST'S CHURCH, MADOC, at 3 o'Clock, P.M. Services by the Rev. C. H. MOCKRIDGE, B.A.

At 6:30 P.M., by attending an

OYSTER SUPPER at MOON'S HOTEL.

Cards of Invitation can be obtained by any member of the Lodge from any of the undersigned Committee.

TICKETS—Gentleman and Lady, $1 ; single Ticket, 75 Cents.

COMMITTEE OF MANAGEMENT :—

Bro. B. H. MAYBEE, W. M., *Chairman.*

Bro. Dr. LOOMIS — Bro. R. T. GRAY, S. D.
" W. H. CARPENTER, — " JOS. FITZGERALD, J. W.
" S. D. ROSS, S.D. — " PETER VANKLEECK.

R. T. GRAY, *Sec. Com.*

GOD SAVE THE QUEEN !

For Sale at

A. WRIGHT'S,

NEW FRUIT !

FRESH TEAS, of Excellent Quality.

BEST BRANDY and PORT WINE, for Medicinal Purposes.

Also, a very nice MOLASSES at 12½c. per quart.

Improved Farm FOR SALE.

THE Subscriber offers for Sale Lot No. 5 in the TENTH CONCESSION, MADOC, County Hastings.

The farm contains about 240 acres, of which 70 acres are cleared and free from stumps. It is

WELL WATERED !

and has sufficient cedar upon it to fence the whole farm well. It has the name of being one of the best for farming purposes in the neighbourhood, although at present out of repair.

It is distant from Madoc Village on the east 3 miles, on the west from Bridgewater Village 4 miles. Intending purchasers of

IMPROVED FARMS !

would do well to see this place before purchasing elsewhere.

If required, the farm would be divided into North and South halves, and sold in that manner.

Terms of Payment made Easy !

For further information inquire of A. B. ROSS & Bro., Madoc Village.

WM. DARLING.

Montreal, Dec. 16, 1869.

MUNICIPAL ELECTION.

To Whom It may Concern.

NOTICE IS HEREBY GIVEN, by the Undersigned, to the ELECTORS of the MUNICIPALITY of MADOC, that they are required to Meet at the TOWN-HALL,

On MONDAY, the Twentieth Day of December Instant, for the purpose of Nominating

A Reeve, a Deputy Reeve, and Three Councillors.

to represent the Municipality for the ensuing Year.

J. R. KETCHESON, T.-Clerk.

Office, Town-Hall, December 4th, 1869.

WILLIAM MOORE,

Boot and Shoemaker,

DIVISION STREET, MADOC.

☞ Repairs neatly and cheaply executed.

Strayed !

A MONTH ago, a Yoke of OXEN,—one a Red and White spotted Mully, the other a Dark Grey, with horns ; coming five years old. Any one giving information to the undersigned that will lead to their recovery, will receive a reward of Five Dollars.

JAMES JARVIS.

Lot 8, 1st Con., Madoc.—Nov. 15, 1869.

Stray Heifer.

CAME to the premises of the undersigned, some some time in the month of September last, a Two-year old Red Heifer. The owner is requested to prove property, pay charges, and take the animal away.

MALCOLM MACKINTOSH.

Lot 7, 5th Con., Madoc.—Nov. 18, 1869.

WANTED !

20,000 RAILROAD TIES, and

4,000 CORDS CEDAR BOLTS,

Delivered on the shores of Hog Lake or the River Moira.

W. A. HUNGERFORD & CO.

Madoc, Oct. 8, 1869.

Village Lots, for Building Purposes, at Reasonable Prices.

THE SUBSCRIBER offers for Sale **Fifty Eligible Building Lots,** situated in the immediate vicinity of his Grist-Mill, and contiguous to the Southern portion of the village of Madoc

All parties desirous of securing a place of residence in a healthy locality and a desirable neighbourhood, will be treated with on favourable terms, both as regards *price* and *terms of payment.* Title indisputable.

Apply to

CHARLES KIRK, on the Premises.

E. FRANKLIN,

Licensed Auctioneer, for Hastings Co.,

MADOC.

MONEY advanced on Consignments.

☞ Sales in any part of the County attended on moderate terms.

HARDWARE! HARDWARE!

JUST ARRIVED !

THE FALL STOCK

OF

HARDWARE of All Descriptions !

Also, the LARGEST ASSORTMENT of

STOVES,

ever brought into Madoc, consisting of

New Dominion, Royal Oak, Protectionist, Confederate, Small Ditto, Governor, Small Ditto, Housekeeper, King, Northern Farmer, Black Giant, Three Sizes, Fulton, Rambler, Prize Parlour, Cottage Ditto.

Oils, Paints, oal Oil,

WINDOW GLASS, SASH, LAMPS, &c.

TIN-WARE, STOVE-PIPES, DUMB STOVES, T-PIPES, ZINC,

And a LONG LIST OF ARTICLES, Too Numerous to Mention.

JOHN DALE.

Madoc, Sept. 4, 1869.

JOHN DALE,

MARRIAGE LICENSE AGENT,

MADOC.

FOUND !

ABOUT a Month ago, A BUNDLE OF ROLLS, between "The Last Chance" and Eldorado. The owner can obtain them, by paying for this advertisement, and applying to

JAMES MOORE, Eldorado.

Forneri & Kennedy,

CIVIL AND MINING ENGINEERS, PROVINCIAL LAND SURVEYORS, and LAND AGENTS.

OFFICE, Next Door to the Huffman House, MADOC.

☞ Lands Carefully Examined and Reported on.

Money to Loan.

C. C. FORNERI, *C.E. & P.L.S.* — L. KENNEDY, *C.E. & P.L.S*

All Orders by Mail receive Immediate Attention.

G. M. BROOKS, Madoc,

AGENT for BENNETT & BAIN'S Celebrated ALE, BEER and PORTER.

The Trade supplied on Liberal Terms.

Dentistry.

GEO. W. WALKER, L.D.S.,

SURGEON DENTIST, BELLEVILLE,

WILL be in his ROOMS at MOON'S Hotel Madoc, on the first MONDAY and TUESDAY of every Month.

THE CHRONICLE AND NEWS.

THE CHRONICLE AND NEWS (weekly edition of the DAILY NEWS, Kingston), is published every Friday at Two Dollars per annum. Sent six months for One Dollar. DAILY NEWS, Five Dollars per annum.—Address the Publisher, Kingston.

J. R. KETCHESON,

Registrar of Births, Deaths, & Marriages and Township Clerk,

WILL be at the TOWN-HALL, MADOC, every SATURDAY, to attend to the business of the Township.

FOR SCHOOL BOOKS, STATIONERY, AND CHILDREN'S BOOKS,

At Publishers' Prices, Call At

WILSON'S DRUG STORE,

DURHAM STREET, MADOC.

MR. GREAM,

Solicitor and Attorney of the Chancery and Law Courts of England,)

Conveyancer, Coroner, &c.

C. G. WILSON,

CHEMIST AND DRUGGIST.

DURHAM STREET, MADOC.

LIST OF LETTERS

Remaining in Madoc Post Office, Dec. 1st, 1869.

Badgley, Thos	Loynes, R
Bradshaw, Elizabeth	Lyones, Miss Mary
Carman, Robt	Lewis, Mrs Mary Ann
Carman, Jno (2)	Lachy, James
Calvin, Jno	McGregor, Miss E
Cracknel, Miss Mary	McCoy, Wm
Fox, Jos	McGinnis, Mrs Mary A
Fin, Miss C	McKemil, Donald
Gream, Morley	Moore, Wm
Glover, Philip	Nooris, Coleman
Gordon, Robt	Phillips, M E
Gilon, Jno	Palmer, Alex
Hazzard, Jno	Quinlin, Thos
Hauser, Miss Jennie	Sullivan, Tady
Loover, Codt	Vandusen, Philip
Kincade, Wm	Witock, James

Please ask for Advertised Letters when calling for the above.

E. D. O'FLYNN, *Postmaster.*

MADOC MARKET PRICES.

FRIDAY, Dec. 17th, 1869.

WHEAT	$0 90
BARLEY	0 00
RYE	0 00
OATS	0 30
PEAS	0 50
BUTTER	0 18
EGGS	0 12½
PORK	7 00
HIDES	6 00

MISCELLANEOUS NEWS.

Philadelphia's English sparrows have left its parks for parts unknown.

New Orleans and Chicago papers express regret at the presence of armies of unemployed men in the streets of those cities.

There are no less than eighty paper collar manufactories in the United States, in which a capital of $3,000,000 is invested.

The sales of public lands in the United States for the last year amount to 7,666,151 acres, 1,010,409 in excess of those of the preceding year.

Rich discoveries of gold in the district of Chontales, Nicaragua, by a party of Englishmen, are reported. The aggregate weight of nuggets taken out already is said to be about 200 pounds.

As an instance of the magnitude the packing and shipping of salt mutton to Europe is assuming, we may mention that one Hamilton dealer, Mr J. Campbell, packs for the European market over five hundred carcasses of mutton per week.

The Cunarders rather snubbed the Bostonians, but the Inman line has taken pity on the Hub, and has concluded an arrangement by which its steamers will now touch at Halifax on their way home, and call at Boston, on and after the 1st of next January.

A poor woman in Worcester, Mass, who for twenty weary years has waited to hear from her husband, has just received a letter from him, saying that he has amassed a fortune in California, and is waiting for her to enjoy its advantages with him.

Shallow iron steamers are building on the Tyne for the navigation of the Suez Canal. Mr Ashbury, who sailed through the canal in his yacht the Cambria, writes that after taking careful soundings, he is of opinion that no vessel drawing over 19 feet of water can pass through the canal.

J. J. Eckel, who recently died in the Albany Penitentiary, and who was suspected of complicity in the murder of Dr Burdell in New York, is said to have stated on his dying bed that he had nothing to do with the murder, but he hinted that Mrs Burdell was the actual murderer.

Sir John Bowring, who has touched public life at so many points, is the recognized leader of a new kind of church in London. Its purpose is to afford rational entertainment on Sunday evenings, in the shape of lectures, with music of a high order, selected from Beethoven, Cherubini, Mendelssohn, Rossini, and others. The lectures are secular in their nature —dealing with progress and the sciences, and are well attended, the members paying at the rate of $5 a year.

As an evidence of the rapid settlement of the Muskoka district, the Parry Sound *Advocate* states that during the past eight years 147,000 acres of land have been taken up in the townships of Draper, Muskoka, Macaulay, Stephenson and Watt. In addition to the above, large quantities have been taken up in Morrison, Monck, Christie, Medora, Wood, Chaffey, Brunel, Oakley and Ryde, so that we may safely state that over 200,000 acres have been disposed of in eight years.

The success of women as students is thus spoken of by President Bourne, of the Centenary College, Iowa: "During the last four years I have seen the most intricate problems of algebra, analytical geometry, the calculus and astronomy thoroughly mastered by the ladies. I have seen ladies construe and scan the most difficult parts in the plays of Euripides and Sophocles, and dispose of strophe and antistrophe as readily as their masculine classmates. The same is true of every other department. And to-day, if I were asked to name the best classical or mathematical scholars I have met in the West, I should be compelled to name ladies."

J. Bell Forsyth & Co., in their Quebec annual timber report say, "The growing demand for Canadian sawn lumber in the United States has curtailed to a great extent the manufacture of square timber; many of the finest limits in the Dominion being in the hands of parties who are egaged exclusively in preparing plank, boards, &c., for the American market, and who make extensive contracts for saw logs at prices more remunerative to the lumberman than getting out square timber for this market. Nor must we omit to notice the great increase of our shipments to South America. In 1865 only one vessel was loaded: in 1868 there were thirteen; and this year we find 52 vessels, 24,891 tons, engaged in this trade, carrying nearly nineteen million feet (board measure). This result we attribute in a great degree to the visit of the able Commissioners who were sent out by our Government in 1865 and 1866."

A "centenary edition" of the Waverley novels, in preparation in England, will contain notes by Scott, which have never before been printed.

The days of wooden ocean steamships are past. The splendid steamship Adriatic, 4,000 tons—the last one built for the Collins line, and represented to be sound and in good order—is offered for less than $80,000. She cost over a million.

A fine new self-righting life-boat, 33 feet long, has been purchased with the proceeds, amounting to £500, from Penny readings in different parts of the kingdom. The boat is to be stationed at Wells, on the Norfolk coast, under the management of the National Lifeboat Association.

Washington city is often represented as deficient in trade and enterprise. Its stationers, however, are the wealthiest in the country, and count their incomes almost by millions. They give gorgeous parties, live in splendid mansions, and deny themselves no luxury which money can purchase. All this arises from fat contracts with the Department of which they are the happy and successful possessors.

A gentleman, who recently made inquiry at the Crown Lands Office, Toronto, informs the Listowel *Banner*, that it is not the intention of the Government to interfere with the settlers in cutting timber on their own unpatented lands. The recent order will only be enforced against those who cut the timber on unoccupied Crown lands.

The weather prophets have been for so long predicting a severe winter that a contradictory statement is welcome. An experienced trapper who has been in pursuit of his calling to the north of the Ottawa, writes that the beavers have laid in very few winter stores, and that the signs to be drawn from the habits of the other wild animals are such as to give assurance of a very mild winter.

A farmer in Putnam county, Ind., has kept a pair of black snakes in his barn several years, and all kinds of vermin have since entirely disappeared. His cribs and bins are no more disturbed by rats and mice. They are better protection than a dozen cats, and are entirely harmless toward chickens and domestic animals. The snakes employed for this purpose are not the racers nor the spotted variety, but a short, thick species, of jet black colour.

The *Times'* correspondent, announcing the nomination for Tipperary, says:—"The nomination for Tipperary was held to-day. O'Donovan Rossa, Gill, Heron and Crean were nominated. Gill and Crean retired. The Rev. Mr Ryan, in nominating Crean, said the landlords were frightened out of their jackets because people had given up the old system of taking revenge, and were acting on a new, patent, and most successful principle, which he was not binding himself to, because as a priest he was a man of peace; but now the tenant would not trust father, brother or mother with the secret of what he intended to do; but went out, took his revolver, and "tumbled" his landlord. This assertion was received with loud cries of "Bravo!" and prolonged cheers.

The first mercantile vessel which passed through the Suez Canal on its way to Bombay was wrecked in the Red Sea. This is not encouraging. It illustrates the truth of the remark that although the canal might be a success in itself, it did not at all insure a good passage up the Red Sea. All the vigilance which careful and experienced officers can use is not sufficient to prevent accidents in that dangerous sea. Let it be covered with ships, and the list of the casualties is pretty sure to be indefinitely increased. The barque Noel only went eighty-six miles from Suez before it fell a victim to some treacherous sandbank or coral reef. M. De Lesseps must get the Red Sea buoyed before his canal will be of any great service to commerce.

A New Thing in Postage.—The Austrian Government has introduced a novelty in postage, which might be introduced with great benefit in all countries. The object is to enable persons to send off, with the least possible trouble, messages of small importance, without the trouble of obtaining paper, pens, and envelopes. Cards of a fixed size are sold at all the post offices for two kreutzers, one side being for the address and the other for the note, which may be written either with ink or with any kind of pencil. It is thrown into the the box, and delivered without envelopes. A halfpenny post of this kind would certainly be very convenient, especially in large towns, and a man of business, carrying a few such cards in his pocketbook, would find them very useful. There is an additional advantage attaching to the card, namely, that of having the address and postmark inseparably fixed to the note.

Our Impending Doom.—A public lecturer in t city recently argued that religion was useless cause "Man's existence on the earth is momenta Science teaches us that in 6,300 years more a gra deluge will end his race and make him a fossil. Y may think this an idle tale, but it is not. Astrono shows that the earth is oscillating in the angle of axis to the sun in periods of 21,000 years. The zo are undergoing a constant change. Now, at t North Pole it is growing colder each year, and at t South Pole warmer. Thus, an immense accumu tion of glaciers or icebergs at the North Pole will sult, while at the South they will not form at all. 6,300 years the glaciers will have accumulated much that they will suddenly over-balance the ear Then the waters of the sea will rush from the so to the north, and there will be a deluge." Stand fr under!—*Scientific American.*

VARIETIES.

A sober color—the blues.

What is harder than earning money? Collecti it.

A friendship should never be so warm as to m you drop it.

Incendiary language—thoughts that breathe words that burn.

What kind of face should an auctioneer have? face that is for-bidding.

A delicate parcel to be forwarded by rail—yo lady wrapped up in herself.

What's the difference between forms and cere nies? You sit on one and stand on the other.

An eminent French physician has exploded idea of any person's hair turning gray from fright

A good suggestion is like a crying baby at a c cert; it ought to be carried out.

Men are frequently like tea—the real strength goodness are probably not drawn out of them u they have been a short time in hot water.

A Pacific slope editor had the imprudence to that a man named Smith broke down the telegr poles. He was waited upon by all the Smiths wit fifty miles, and told to retract his assertion or po out the "Smith" alluded to.

There was quite recently a lively demand for tr at a Western settlement, and the Tract Society convinced that a great revival must be going there. At last it leaked out that the settlers w using the documents to paper their log cabins wit

A sensible contemporary says: 'The women ou to pledge not to kiss a man who uses tobacco, an soon would break up the practice.' A friend of c suggests, 'they ought also to pledge themselve kiss every man that don't use it,' and we go for t too.

Mrs. Tweedle, whose eyesight is not the best, w ed to know the other night at the concert, what of an instrument "that man on the platform" (me ing the conductor) played on, and when told it w baton, her reply was that she thought she h something new.

Said a distinguished politician to his son: Lool me! I began as an alderman, and, here I am at top of the tree; and what is my reward? Why, w I die my son will be the greatest rascal in the Un States. To this young hopeful replied:—Yes, when you die, and not till then.

The following is a German recipe for coating w with a substance as hard as stone: 40 part chalk, 50 of resin, and 4 of linseed oil, melted gether; to this should be added one part of oxid copper, and afterwards one part of sulphuric This last ingredient must be added carefully. mixture, while hot, is applied with a brush.

Fourteen Buffalo girls have signed and sent note to a modest young man:—"We, the un signed, have been comparing notes, and find that have been equally sweet to one and all of us—h paid the same compliments to each, and made in the same terms in every case. We are indig at such duplicity, and demand an explanation."

An Earnest Appeal.—A boy was lately cat stealing currants, and was locked up in a dark ol by the grocer. The boy commenced begging pathetically to be released, and after using all persuasion that his young mind could invent, he posed, "Now, if you'll let me out and send for father, he'll pay you for the currants, and lick besides." The grocer could not withstand this peal, and released the urchin.

THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

No. 365. MADOC, (HASTINGS CO., ONT.,) SATURDAY, DECEMBER 25, 1869. PRICE TWO CENTS.

Wooden Railways.

The Report of the Select Committee on Wooden Railways contains the following "Extracts from a pamphlet published in 1845, on 'Prosser's Patent Railway Guide Wheels, on either Iron or Wooden Rails:'—

The length of the experimental line laid down near Vauxhall bridge was 174 yards, with gradients of 1 in 95, 1 in 22, and 1 in 9, and a curve of 720 feet radius.

The speed attainable on so short a line was of course limited, but the power given to the engineer by the bite of the wheel on the wood, (for this line was laid with wooden rails) enabled him to drive it at the rate of 24 miles an hour, and to stop the carriage in a distance of 24 yards. In the presence of several engineers the carriage laden with passengers, ascended an incline of 1 in 9, the rails being in a very bad state at the time from wet.

Since the introduction of wood paving, it may be calculated that a saving of one-half has been effected in the wear and tear of carriages, horses and harness, in those districts where it has been adopted; a saving equally great can be made in the construction of railroads by the substitution of wood for iron rails.

The rails may be made of beech or other hard English timber, six or eight inches square, let into wooden sleepers, and secured by wooden wedges, forming one great frame, or wooden grating of longitudinal and cross sleepers.

An engine weighing 10 tons running on wood will have more tractive power than one weighing 18 tons running on iron; and as the concussion and abrasion on wood is so trifling, carriages built to weigh one and a half tons will be as strong as those having to run on iron weighing three tons.

An important question connected with this subject is the durability of the material of which the rails are composed.

The engine employed for the experiment weighed about six tons; it passed over the rails during the two months it ran 8,000 times in every variety of weather, which is equal to nearly seven years' traffic of 12 engines per day. The rails consisted of Scotch fir, about nine feet long and six inches square; and yet upon examining them after the severe test to which they had been subjected, they exhibited no appearance of wear from the friction of the wheels on the upper surface, as the saw marks were not effaced.

The capability of wood to sustain the strain to which it must necessarily be exposed, especially when moving over it at high velocities, has been satisfactorily proved by the experience of the Great Western, and other railways, where continuous longitudinal sleepers of wood have been employed, and experience has shewn that the solidity of the road is much greater than when the iron rails were attached either to stone blocks or traverse wooden sleepers. In proof that wooden rails cut from beech will bear the wear and tear of trains passing over it, it is well known that beech cogs have been known to last 18 to 20 years when working in gear with an iron wheel.

The rails on the Vauxhall line were prepared by Payne's patented process for preventing dry-rot and decay of timber.

Scotch fir, if subjected to pressure, will crush at 10 tons, while beech (the wood recommended for railways) will bear a pressure of 82 tons before it begins to yield.

Experience having confirmed the capability of Scotch fir to withstand the traffic of 12 engines per day for seven years, without any visible wear; it would be difficult to say how long rails cut from beech, sustaining 82 tons pressure, would last.

Some of the impediments with which railroads have to contend, are, the undulations of the country, and the necessity of diverging from a right line, in order to obtain the traffic of important towns.

These obstacles can only be overcome by an enormous outlay of capital, in making the required excavations and embankments, or by the oftentimes ruinous system of tunnelling, and after all, inclines of greater or less gradients are unavoidable, and prevent the line working economically. Curves on iron railroads are highly prejudicial, especially if the radius be small, as the wear and tear becomes proportionably increased.

Now, by the introduction of the proposed plan, the evils arising from the obstacles alluded to would be very materially diminished; for in the first place, the surface resistance obtained by the elastic character of wooden rails, enables a train to be propelled up inclines, with much greater facility and ease than on rails constructed of iron.

The advantages of wooden railways thus constructed in point of economy, comfort, durability, and as feeders to the great and central lines already formed, must be apparent to every one who has given the subject any consideration.

The result of a series of experiments, made to ascertain the proportionate power of the bite of wood over iron, has fully borne out the assertion of the patentee, that the bite of the driving wheel on wood, is nearly double that on iron.

On the surface of an iron wheel four feet diameter, a lever eight feet long was placed with a weight of seven pounds attached to the lever three feet from the centre of the axis of the wheel; the surface of the lever being iron at the tangent of the wheel, it required a weight of 28 pounds attached to the crank to make it revolve. On substituting a wood surface for the iron one, it required a weight of 42 pounds.

Another experiment confirmed the result with the iron surface: a weight of 28 pounds attached to the spoke of the wheel, at a distance of six and three-quarter inches from the centre, made it revolve; whilst with a wood surface, it required the same weight to be attached to the spoke at a distance of eleven and a half inches from its centre, thus clearly demonstrating the power obtained by the bite of the wood is nearly double the bite of iron.

And speaking of these experiments, Herepath's journal, says, "The rails just laid down, soused by a heavy rain, were in a most wretched state of level, such that we believe no ordinary train—we mean constructed the common mode—could have traversed at scarcely a walking speed, much less at that which the model obtained on Wednesday. At the left-hand sharp curve, turning into the circle where the gradient was as heavy as 1 in 100, the worst portion of the rails occurred: yet the engine and train ran up this incline, and worked the curve with the undiminished speed of 20 to 15 miles an hour. That was a pretty good test of the capabilities of the system.

Mr J. M. Mason (of *Trent* notoriety), when in England, devoted some attention to Prosser's system of wooden rails, with a view to their use in the Southern States during the war, and in a letter to Mr C. J. Blomfield, he writes, "I was most strongly impressed with their *feasibility* and *durability*."

The Red River Rebellion.

The telegraphic news of the state of affairs in the Red River Territory is getting to be as conflicting as puzzling as the same description of information was during the late war in the United States. One day we hear of the insurgents quietly dropping off from their leader and abandoning their hostile attitude—and the next, that a force has been organized to drive them out of Fort Garry, which in its turn melts away, and leaves the officers commanding in the lurch. The American residents on the other side of the line have, fortunately, too much to fear themselves from the Indians getting on the war path, to give much encouragement to the insurgents, whose away, without such aid, is not likely to be of long continuance.

A despatch from St. Paul's, Minn., dated 15th Dec., says private letters just received from Pembina give the following information:—The rebels have placed Governor McTavish under close guard, on account of the recent proclamation, advising them to lay down their arms and submit to the Government. In the mean time they continue to issue rations with a regularity which is making serious inroads upon the Hudson's Bay Company's goods at Fort Garry and the out-posts.

ST. PAUL, MINN., Dec. 17.—Private news has just reached here, that Colonel Dennis, Surveyor General, has succeeded in raising and arming a force of two hundred Swamp Indians, and a number of their English half-bred relations. They have garrisoned the Stone Fort. Governor McDougall has also raised a force of Sioux, of Portage Laprairie, under Canadian officers. These forces will form a junction, and march without delay on the insurgents in and about Fort Garry. The commander of the insurgents, Riell, called in his half-bred reserve, and in a few hours three hundred men responded to his call, and a collision was hourly expected.

A letter dated Pembina, Dec. 6, from Governor McDougall, says:—On December 1st, the Government of the Queen was announced through its Canadian representative. On the same day a force of loyal men occupied the Stone Fort, and the loyal white and half-breeds began rapidly to rally and organize. The insurgents were beginning to disperse, and had withdrawn their forces from the printing office and other places in the town of Winnepeg.

ST. PAUL, Dec. 20.—News has just been received that a company of mounted insurgents arrived at the Hudson Bay Company's Fort near Pembina, on the night of the 9th instant, and took possession of it on the 10th. The greater part of McDougall's agents and emissaries, including Schultz, Bown and Hollet have been captured.

Col. Dennis is skulking about until he can reach American territory.

McDougall is absolutely without a faction, save some fifty Swamp Indians, the balance having deserted.

Another correspondent says: The efforts of Col. Dennis to organize a counter revolution have entirely failed. The whole population is a unit. Schultz, Bown, Major Wallace and fifty others are prisoners. No bloodshed. The French under Riel are in possession of the whole country. There are sixty Swamp Indians yet in the lower fort, who are not interfered with, because they are considered harmless.

It is said McDougall is preparing to come back. Another says James McKay and family have fled to St Joseph. On the 7th instant, when the prisoners were taken, more than six hundred insurgents were occupying Fort Garry. The prisoners were all taken at Dr Schultz's and armed for a fight. Col. Dennis has fled.

NEW YORK. Dec. 20.—The *Times'* dispatch says that Mr. Motley has actually proposed the transfer of the *Alabama* claims negotiations to Washington, and that the proposition had been accepted by Great Britain. Mr. Motley has proposed to include the question of the Neutrality of the Seas also as the subject of negotiations, and the British Government has accepted that also. No time is fixed for the re-opening of negotiation. That will be left to future developments, but the basis is now so arranged that the submission of new propositions is merely a question of time. Under it England will be obliged to concede that the arming of the *Alabama* on the high seas was as much a violation of neutrality, as though it had occurred in her own ports.

The members of the Government of Ontario are, says the Bradford *News*, the great enemies of Confederation in this province. It has been left to them to take sides with its enemies and in their official capacity in their places in the House, to speak against the Constitution under which they serve, and cry down the system, which, if it had done no more for them, has given them the place and power, which they abuse. Mr. Howe's hostility in Nova Scotia periled the permanency of the Union; the opposition of other sworn opponents in Newfoundland and Prince Edward Island still hinders its extension; but we venture to affirm, that none of these have ever been so dangerous as are Messrs Wood, Cameron and Macdonald in our midst. When the report of the late speech goes to the colonies, still outside the pale of Confederation, it will give new life to the Anti-Union party.

THE MADOC MERCURY

AND NORTH HASTINGS MINING NEWS.

A Weekly Journal of Local and General Information,

Will be Published every Saturday Morning, at Two Cents a Copy, or One Dollar a Year, STRICTLY *in advance.*

ADVERTISEMENTS WILL BE INSERTED ON THE FOLLOWING TERMS FOR CASH:—

Six lines, first insertion	0 50
Each subsequent insertion	0 12½
Six to ten lines, first insertion	0 70
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Each subsequent insertion, per line	0 02

All Communications for the MERCURY to be addressed (post-paid) to A. SMALLFIELD, Madoc.

THE MADOC MERCURY
AND
NORTH HASTINGS MINING NEWS.

MADOC, SATURDAY, DECEMBER 25, 1869.

The Municipal Nominations.

The Old Council Re-Elected.

The nomination of a Reeve, a Deputy Reeve, and three Councillors to represent the Municipality for the ensuing year, drew together but a very limited attendance of the electors at the Town-Hall, Madoc, on Monday, the 20th instant. At twelve o'clock, when the proceedings commenced, there were only about twenty-five persons present, including the candidates for municipal honours; and those who entered afterwards scarcely sufficed to double that number.

The Returning Officer, J. R. KETCHESON, Esq., having called for nominations, the old members of the Council were successively nominated as follows:—

For *Reeve*—A. F. WOOD: nominated by J. H. Dunn, and seconded by John N. Moore.

For *Deputy Reeve*—THOMAS CROSS: nominated by Daniel Ross, seconded by J. H. Dunn.

For *Councillors*—S. D. ROSS: by F. Bowen and J. D. Cornel.

JAMES BLAIR—by John N. Moore and J. Caskey.

JOHN TASSIE—by D. Nicholson and D. Bradshaw.

The Returning Officer having called upon the Reeve to address the meeting—

Mr Wood proceeded to lay before them, in detail, a statement which had been handed in to him by the Township Treasurer of the receipts and expenditures for the year up to that date: from which it appeared that the receipts were $6,359 86, and the expenditures $3,612 48, leaving a balance on hand of $47 38. He then went on to say that as to his conduct in the County Council during the past year, it had been laid before them in the newspapers. As far as the equalization of the different municipalities was concerned, he had endeavoured to bring that of Madoc down to a fair proportion with the rest, and see that it did not have an undue share to pay, and in this he had been assisted by Mr. Cross. On roads and bridges there had been some extraordinary expenses—$4000 having been laid out on Frankford Bridge, and the wet weather having made the repairs of the roads cost more. This was an expensive county on account of the long lines of gravel roads and the number of bridges: but it was to our interest to keep them up, and there had been no unreasonable expenditure within the year. He thought that the debt of the County would be lessened this year by $25,000; making it now $175,000: which must run out in about seven years. He was satisfied that the same line of policy as heretofore pursued would reduce the debt of the county in that time. Since 1863 the debt has been decreasing; up to 1862 it had been increasing.—He might say that he was going out of business, but that he was not going to leave the place, and would therefore have more time to devote to public matters. He felt a great interest in the Railroad, as the success of the Township was wrapped up in that. He was not going to make a Railway speech, but thought it not out of place to state his conviction that every one should use his influence to keep the matter before the people. In the Council he should favour the introduction of the by-law to grant the bonus to the Railway, which would materially promote the interest of the township, and should do what he could to carry it to a successful issue.—He should be happy to answer any questions, and claimed no more credit than any other member of the Township Council, all of whom seemed anxious to keep down expenses. He felt gratified to be unanimously re-elected again, and would endeavour to act so as to deserve their confidence.

Mr Tumelty asked for a statement of the deficiency due to the County.

Mr Wood replied that the deficiency arose in 1867 through the advertisements of sales of wild lands for taxes having been deferred till the patents had been issued. A great many mistakes had also been made in the matter of back taxes, and that was one reason why the levy had been increased this year. Some changes had also been made in the assessments, and the amount of the levy had to be increased to cover deficiencies arising from this cause.

Mr Tumelty further inquired whether the deficiency was not between $2,000 and $3,000,—as Mr Wills had told him so.

Mr Wood replied—No; it was between $1,000 and $2,000.

In answer to a question from Mr Smallfield when this deficiency first arose, Mr Wood said it was when the Valuators first went round. The assessment was then considerably increased; a change was afterwards made in the assessment, and that change reduced the amount to be received, as the rate in the pound was not also altered.—He then remarked that in drawing out grain we pay more taxes than any front township, and advocated the railway, which would make the people very much more satisfied to remain in the township.

Mr Tumelty said that many would leave if they did not soon get a railway.

Mr CROSS being next called upon, said that during the past year he had endeavoured to do what was right, and could freely say that there was not one item he voted for that he would not do so again. He confirmed Mr Wood's statement that at the time of the valuation there was a large balance carried over. He thought it the best policy to get out of debt as soon as possible; but we could not reduce expenses much while so much was required for County purposes. The Township assessment this year was about $90,000 less than for last year, and the amount to be paid by the ratepayers was consequently somewhat more in the pound. To the County, only $73 less had been paid this than last year; but with the amount levied, he thought that we should not be more than $500 behind to the County in 1870.—In the County Council, where all the members tried to get as much as they could appropriated to their own townships, he had got a resolution passed that nothing should be laid out at present except upon the leading lines of gravel roads; and in this way the expenditure for roads and bridges, which was $16,000 last year, was not over $12,000 this.—As for the Railroad, he was not one of the very enthusiastic advocates, but still believed it would be a very good thing. He was prepared to go for the $10,000 bonus; but he would not wish to see the township taxed to any larger extent than that. Estimates were generally too low, and we might be asked to pay a sum much larger than was anticipated. He would rather have waited till we were out of debt—("Then you'll never get a railway!"); but the present time seemed a favourable one for bringing the project up.—He concluded by thanking the electors for the support he had received, and would do the best he could for their interests.

Messrs. ROSS, BLAIR, and TASSIE respectively returned thanks for their re-election; after which, as those gentlemen declined to make any lengthened remarks about the railway, Mr Smallfield addressed the meeting, advising them, instead of limiting themselves to the $10,000 as recommended by Mr Cross, rather to vote to take $10,000 of stock in addition; as in his opinion, if the people of Madoc showed anything like a want of faith in the success or advantages of the road, others would be induced to draw back as well, and the road would not be built after all; while liberal assistance from this township would lead others to follow our example.—A conversational discussion ensued, in which Messrs. J. N. Moore, Rawe, Wood and others took part. Mr Moore said that already more was being asked for than was at first stated would be wanted. To this Mr S. replied that at the meetings in the Town-Hall, Mr Ketcheson and others had distinctly stated that they would rather vote $20,000 in aid of the road than not have one; and that the speaker had then expressed himself in favour of taking $10,000 in stock in preference to doubling the bonus.—Mr Moore then inquired if Mr Smallfield honestly believed that no more than $20,000 would be required from Madoc to secure the completion of the road; to which Mr Smallfield replied that he did think that amount of aid from Madoc—in its municipal capacity—was all that would be needed: and he was not in favour of any liability to be incurred for a road so expensive as to call for a larger municipal contribution.

The Returning Officer then formally declared the above-named candidates duly elected; and the proceedings closed with three cheers for the Queen.

Kingston and Madoc Railway.

At a meeting of the ratepayers of the township of Portland, held at the village of Harrowsmith on the 16th instant, a resolution in favour of a bonus of $10,000 to the K. & M. R.R. was carried, almost unanimously.

All the Townships, on both the proposed routes have thus signified their willingness to grant bonuses in aid of the K. & M. R.R. The total amount recommended, but not yet voted, is $130,000: in addition to which Camden and Newburgh are in favour of municipal subscriptions for stock to the amount of $5,000 each. Independently then, of private aid there is already a liberal inducement held out to private capitalists to embark in the enterprise.

Now that the charter is obtained we hear numerous inquiries as to what the next step will be, and when soon it will be taken. We do not suppose that much can be done until after the Christmas holidays and municipal elections are over,—nor in fact until the by-laws for granting bonuses have been submitted and voted upon. That, accordingly, ought to be proceeded with in each municipality without delay, and we hope that the Township Council of Madoc will set the example and at once prepare the by-law and submit it to the ratepayers; for it is probable the other municipalities will look to Madoc to make the first move in this direction, and prove the sincerity of its demand for the railway.

For the Madoc Mercury.

CHRISTMAS ODE.

Hail! happy time that brings anew
Our Lord's redeeming love to view;
Love infinite! e'en angels bright
Fail to perceive its depth, its height.
The story's old: God's only Son,
The King of kings, the Three in One,
Laid all His pomp and glory by,
For sinful man to live and die:
That we might find again the road
Which we had lost—the road to God.
He came, but nothing met Him here
But scornful laugh and impious jeer.
He lived through all, the sinless life,
Till on the cross He won the strife;
He rose from earth and took once more
The glory he possessed before;
And now, though seated up on high,
Regards the tear and feels the sigh;
Oh! why the Enemy's voice obey,
And wander on in Sin's dark way?
Which ends in ceaseless pain and woe
The God-cursed, hell-tormenting throe.
Will you obey the loving voice
And freely make the Lord your choice?
Joy, peace and love your heart will fill,
O'ercome each foe and know no ill;
The future will be bright and clear;
Tho' trials oft beset us here,
They will be blest, and prove our gain,
To fit for heaven and Christ obtain.
O Lord, do Thou Thyself reveal
And o'er my callous senses steal:
When basking in effulgent light,
I taste thy goodness, prove thy might.

E. A.

Madoc, Dec. 23rd, 1869.

Madoc Mutual Improvement Association

At the meeting at the School-House on Tuesday evening, with reference to the organization of the above projected society, the Rev. R. Robinson was called upon to take the chair, and Mr G. D. Rawe was appointed Secretary. After some preliminary discussion, the proposed institution was named, on motion of Mr Rawe, "the Madoc Mutual Improvement Association:" and the following resolutions, moved by the Rev. C. H. Mockridge, were carried unanimously:—"1. That the Society meet regularly once a week; and that an Essayist, Reader, and four D

baters be appointed for each evening. 2. That every month a mixed entertainment be held, consisting of Readings, Music, &c. ; at which a small fee be charged so as to defray expenses."—Arrangements are to be made to procure a supply of sterling periodicals for circulation among the members of the Association, the object of which is to cultivate a taste for intellectual and agreeable amusement and recreation.—Mr Rawe will receive the names of those wishing to join, —subscription, 25 cents per quarter in advance.

ADVERTISEMENTS.

PROCLAMATION.

To All Whom It may Concern.

NOTICE is hereby given that in accordance with a By-Law of the County Council, passed at the Session held during the present month of December, the Township of Cashel, in the County of Hastings, was annexed to the United Townships of Tudor, Limerick and Wollaston, in said County, for Municipal purposes. All parties interested will govern themselves accordingly.

Given under my hand at Belleville, this 15th day of December, 1869.

A. F. WOOD,
Warden Co. Hastings.

Dec. 15th, 1869.

Teachers' Examination.

THE USUAL HALF-YEARLY EXAMINATION of CANDIDATES for CERTIFICATES to teach in the County of Hastings, will be held on

THURSDAY, 6th January, 1870,

at NINE o'Clock, A.M.,—That for North Hastings at the

School House, in Stirling,

and that for South Hastings, at School House No. 3, Pinnacle Street, Belleville.

Applications must be forwarded to the undersigned one week previous to the above date, and intending candidates are especially desired to note this, as any entries made on that day would be a serious interruption and annoyance to other teachers.

Applications must contain :—

1. Name and Post Office address of applicant.
2. Testimonials as to moral character and *temperate habits*,— [illegible]ned Minister or Justice of the Peace. [illegible]rom their present Trustees, or from those [illegible]n last.

[illegible]re requested to be punctual to the hour,— [illegible]e will be admitted after 10 o'Clock.

T. S. AGAR,
Sec. N. H. Bd. P. ins.
F. H. ROUS,
Sec. S. H. Bd. P. Ins.

Belleville, Dec. 9th, 1869.

St. JOHN'S DAY,

27th DECEMBER, 5869.

THE BRETHREN of MADOC LODGE, No. 48 A. F. & A. M., intend celebrating St. John's Day by attending DIVINE SERVICE at St. JOHN BAPTIST'S CHURCH, MADOC, at 3 o'Clock, P.M. Services by the Rev. C. H. MOCKRIDGE, B.A.

At 6:30 P.M., by attending an

OYSTER SUPPER at MOON'S HOTEL.

Cards of Invitation can be obtained by any member of the Lodge from any of the undersigned Committee.

TICKETS—Gentleman and Lady, $1 ; single Ticket, 75 Cents.

COMMITTEE OF MANAGEMENT :—

Bro. B. H. MAYBEE, W. M., *Chairman.*

Bro. Dr. LOOMIS — Bro. R. T. GRAY, S. D.
" W. H. CARPENTER, — " JOS. FITZGERALD, J. W.
" S. D. ROSS, S.D. — " PETER VANKLEECK.

R. T. GRAY, *Sec. Com.*

GOD SAVE THE QUEEN !

Improved Farm
FOR SALE.

THE Subscriber offers for Sale Lot No. 5 in the TENTH CONCESSION, MADOC, County Hastings.

The farm contains about 240 acres, of which 70 acres are cleared and free from stumps. It is

WELL WATERED !

and has sufficient cedar upon it to fence the whole farm well. It has the name of being one of the best for farming purposes in the neighbourhood, although at present out of repair.

It is distant from Madoc Village on the east 3 miles, on the west from Bridgewater Village 4 miles. Intending purchasers of

IMPROVED FARMS !

would do well to see this place before purchasing elsewhere.

If required, the farm would be divided into North and South halves, and sold in that manner.

Terms of Payment made Easy !

For further information inquire of A. B. ROSS & Bro., Madoc Village.

WM. DARLING.

Montreal, Dec. 16, 1869.

WILLIAM MOORE,
Boot and Shoemaker,

DIVISION STREET, MADOC.

☞ Repairs neatly and cheaply executed.

Village Lots, for Building Purposes, at Reasonable Prices.

THE SUBSCRIBER offers for Sale **Fifty Eligible Building Lots,** situated in the immediate vicinity of his Grist-Mill, and contiguous to the Southern portion o he village of Madoc f

All parties desirous of securing a place of residence in a healthy locality and a desirable neighbourhood, will be treated with on favourable terms, both as regards *price* and *terms* of *payment*. Title indisputable. Apply to

CHARLES KIRK, on the Premises.

E. FRANKLIN,
Licensed Auctioneer, for Hastings Co.,

MADOC.

MONEY advanced on Consignments.

☞ Sales in any part of the County attended on moderate terms.

HARDWARE! HARDWARE!

JUST ARRIVED !

THE FALL STOCK

OF

HARDWARE of All Descriptions !

Also, the LARGEST ASSORTMENT of

STOVES,

ever brought into Madoc, consisting of

New Dominion, Royal Oak, Protectionist,
Confederate, Small Ditto, Governor,
Small Ditto, Housekeeper, King,
Northern Farmer,
Black Giant, Three Sizes. Fulton, Rambler,
Prize Parlour, Cottage Ditto.

Oils, Paints, Coal Oil,

WINDOW GLASS, SASH,

LAMPS, &c.

TIN-WARE, STOVE-PIPES, DUMB STOVES, T-PIPES, ZINC,

And a LONG LIST OF ARTICLES,
Too Numerous to Mention.

JOHN DALE.

Madoc, Sept. 4, 1869.

JOHN DALE,

MARRIA[illegible]CENSE AGENT,

[illegible]DOC.

For Sale at

A. WRIGHT'S,

NEW FRUIT !

FRESH TEAS, of Excellent Quality.

BEST BRANDY and PORT WINE, for Medicinal Purposes.

Also, a very nice MOLASSES at 12½c. per quart.

FOUND !

ABOUT a Month ago, A BUNDLE OF ROLLS, between "The Last Chance" and Eldorado. The owner can obtain them, by paying for this advertisement, and applying to

JAMES MOORE, Eldorado.

Forneri & Kennedy,

CIVIL AND MINING ENGINEERS, PROVINCIAL AND SURVEYORS, and LAND AGENTS.

OFFICE, Next Door to the Huffman House, MADOC.

☞ Lands Carefully Examined and Reported on.

Money to Loan.

C. C. FORNERI, *C.E.&P.L.S.* L. KENNEDY, *C.E.&P.L.S*

All Orders by Mail receive Immediate Attention.

G. M. BROOKS, Madoc.

AGENT for BENNETT & BAIN'S Celebrated ALE, BEER and PORTER.

The Trade supplied on Liberal Terms.

Dentistry.

GEO. W. WALKER, L.D.S.,

SURGEON DENTIST, BELLEVILLE,

WILL be in his ROOMS at MOON'S Hotel Madoc, on the first MONDAY and TUESDAY of every Month.

THE CHRONICLE AND NEWS.

THE CHRONICLE AND NEWS (weekly edition of the DAILY NEWS, Kingston), is published every Friday at Two Dollars per annum. Sent six months for One Dollar. DAILY NEWS, Five Dollars per annum.—Address the Publisher, Kingston.

J. R. KETCHESON,
Registrar of Births, Deaths, & Marriages and Township Clerk,

WILL be at the TOWN-HALL, MADOC, every SATURDAY, to attend to the business of the Township.

FOR SCHOOL BOOKS, STATIONERY, AND CHILDREN'S BOOKS,

At Publishers' Prices, Call At

WILSON'S DRUG STORE,

DURHAM STREET, MADOC.

MR. GREAM,

Solicitor and Attorney of the Chancery and Law Courts of England,)

Conveyancer, Coroner, &c.

C. G. WILSON,

CHEMIST AND DRUGGIST.

DURHAM STREET, MADOC.

LIST OF LETTERS

Remaining in Madoc Post Office, Dec. 1st, 1869. Please ask for Advertised Letters when calling for the above.

E. D. O'FLYNN, *Postmaster.*

MADOC MARKET PRICES.

FRIDAY, Dec. 24th, 1869.

WHEAT	$0 90
BARLEY	0 60
RYE	0 60@0
OATS	0 30
PEAS	0 50
BUTTER	0 18
EGGS	0 12½
PORK	7 [illegible],50
HIDES	6 00

☞ The Ontario Legislature was prorogued on the 24th.

☞ The Dominion Parliament has been summoned for the despatch of business on Feb. 15th.

MISCELLANEOUS NEWS.

The spirited village of Seaforth has a population of 1,500; and there are 16 whiskey shops, just one to every ninety-three and three-fourths people.

Three of the principal grain buyers in Kingston have purchased already about 200,000 bushels of grain, being about twice the quantity purchased up to the same time last year.

There are two hundred lines of telegraph wire converging at New York, and seventy-five telegraph offices scattered over the city, giving employment to two hundred and fifty operators.

The Garters vacant by the death of Lord Derby and Lord Westminster will be bestowed on Viscount Stratford de Redcliffe, G.C.B., and the President of the Council, Earl de Grey.

The people of Picton in their laudable desire to share in the profits of railway business have fixed upon the village of Trenton as a desirable point at which to form by means of their proposed wooden railway a junction with the Grand Trunk.

The Town of Lindsay having proposed a bonus of $60,000 to the Nipissing railway, the Whitby *Gazette* asks its people to wake up, for Lindsay knows what it is about; the leading men of that town feel that money spent on railways returns ten-fold. They have tried and experienced the result.

The New York *Commercial Advertiser* says:—Although we eternal Yankees don't believe it, the fact is generally admitted among naval engineers and architects that the American navy does'nt possess a ship capable of sea service against the improved ironclads of Britain and France.

It appears that the agitation in the United States for the removal of the national capital westward is likely to be renewed this winter with greater force than ever. An attempt is to be made to get the appointment by Congress of a select commission to inquire into the most eligible site for the Federal Metropolis.

The Woman Who Dared lives in Illinois. She wotried a promise of marriage out of a Sunday evening caller, invited him to a party a few days afterwards, showed him a marriage certificate containing his name—and stroking him under the chin, said, "Now, Henry, you are going to fulfil your engagement?" Despite Henry's excuse he was a married man in fifteen minutes.

George Francis Train, most irrepressible of nuisances, is coming to Canada, and has got a cheap advertisement in the shape of a *telegramic* correspondence with the Premier, in which Train, on the score of old acquaintance, asks permission to lecture here on Reciprocity, Annexation or Fenian Invasion. Probably this dodge will have nearly exhausted the sum total of his shrewdness. Train is no longer even a curiosity.

A Melbourne paper says that imported rabbits had increased to such an enormous extent in Australia that small armies had to be organized to extripate them. One man reported to the Provincial Assembly that he had employed one hundred men for several months, at an expense of 25,000, in the work, and that in that time two millions of rabbits had been destroyed.

An Ohio clergyman several years ago received a bright new cent as a wedding fee. The other day he met the bridegroom, who mentioned the circumstance, and said, "My wife was a comparative stranger to me at the time we were united in wedlock. I had not learned her value, and paid accordingly. I find her a jewel—so here is an additional fee," at the same time handing the astonished minister a $20 gold piece.

Mr. Peter Stewart, of Wallace, has presented the Listowell *Banner* with a pitcher of syrup made from the common field carrots. It has the appearance of ordinary molasses, and tastes very similar. A bushel of carrots will make two quarts of excellent syrup. He boils the carrots to a pulp, puts it in a press which he has made for the purpose and squeezes out all the juice. The juice is then boiled down to the proper consistency, and the refuse fed to the cattle. It seems to us that this could be made a profitable business if conducted on a large scale.

THE ROYAL FAMILY.—The Prince and Princess of Wales have now five children, two sons and three daughters—viz., Prince Albert Victor, born January 8, 1864; Prince George Frederick, born June 3, 1865; Princess Louise Victoria, born February 20, 1867; Princess Victoria Olga, born July 6, 1868; and the Princess born November 26, 1869. Their Royal Highnesses were married on March 10, 1863. Her Majesty has now sixteen grandchildren. The Crown Princess of Prussia has three sons and two daughters; the Princess Alice one son and three daughters; the Princess of Wales two sons and three daughters; and the Princess Helena two sons. One of the Queen's grandchildren, a son of the Crown Princess of Prussia, died in July, 1866.—*Court Journal.*

An exciting scene has taken place in a Paris police court. In a charge of assault brought by M. Aurelin Scholl against Count du Bisson, the latter was asked whether a knife he carried about him was poisoned. The Count said he did not know, but would see, and thereupon stabbed himself in the left arm so violently that the blood spurted out in abundance, the wound being nearly two inches in depth. The President rebuked M. du Bisson for this novel mode of vindicating himself, and characterised the act as unnecessary and improper.

THE QUALIFICATIONS OF A MAYOR.—A Massachusetts paper says a Mayor elect should possess the following qualifications: "He must be a gentleman of some culture, of considerable backbone, and the possessor of sufficient fortune to enable him to give all his time to the duties of his office. It requires more taste, more knowledge of human nature, and more administrative ability to be Mayor than to be President of the largest bank or the largest railroad in the country."—The Quebec *Chronicle* would like to see the candidate who could make this cap fit.

CANADIAN PACIFIC RAILWAY.—Notice is given in the Ottawa papers that application will be made to Parliament next session for an act of incorporation for a company for the construction of a railway from Ottawa to Fort Garry, and from thence to the confines of British Columbia. Also for the construction of a branch from Fort Garry to the most convenient point on the frontier of the United States, with power to build, launch, equip and navigate steamers and other vessels upon the Saskatchewan and its branches, and upon rivers and lakes in the districts to be traversed by the said railways. Also that the monetary credit of the Dominion may be extended in aid of such company by the granting of mortgages on the wild lands of the Crown adjoining such railways in certain the proportions as the work proceeds. Also that free grants of the wild lands of the Crown may be made to approved immigrant and native settlers on their performing certain settlement duties to be agreed upon, the said free grants to be in regular alternate sections of the free grant lands, differing, so far as affected by such act, only in size or quantity from the sections of the aforesaid mortgaged lands. The said act of incorporation will be asked for in the name of the Canadian Pacific Railway and Navigation Company.

THOSE WHO HAVE once heard or read the horrible stories of the Sepoy mutiny against the British rule in India, will not have been very likely to have forgotten their particulars, or to have ceased to remember the unfortunate persons who were the chief actors in them. Lucknow and Delhi are names doubly and trebly historic, and the fearful tales of the taking of Cawnpore must be ever fresh in the memories of those who remember the accounts of them published at the time. The old remembrances have been revived. A report comes to us from India that one of the captives taken at Cawnpore still survives. When General Wheeler and one of his two young and beautiful daughters were massacred, the other young lady, a girl of eighteen or nineteen years of age, disappeared, having been carried up the country by her special captor. However, before long, her friends were relieved from the suspense which was caused by an uncertainty as to her fate, by the arrival of an authenticated story. It was asserted that Miss Wheeler, after having stabbed her master, his wife and three children, had flung herself down a well and put a period to her ruined existence. There was no reason to doubt the story, and it has been believed to the present time. We now discover that the story was a fabrication from first to last, and that the poor young lady has survived to this day as a slave under a Mohammedan name in the family of her master, who escaped hanging by the amnesty. An Indian civil servant, while encamped near a village up the country on one of his official tours, received private intelligence that Miss Wheeler was the inmate of the harem of a neighbouring petty prince or Rajah. This gentleman, a Mr. C——, wrote a letter to Miss Wheeler, offering to procure her release from her slavery, and her restoration to her home and friends. But the unfortunate lady replied to him that having been so long in her present position, she felt too degraded to return to her friends, and wished them to consider her as one dead. It appears that she has borne children to h[illegible] and.

THE SYRACUSE HUMB[illegible]ns out that the "Cardiff petrified giant," [illegible] been astonishing the people of the State of New York, was man[illegible]tured from Iowa gypsum and "planted" where [illegible] by three enterprising wonder hunters, one of w[illegible] was Mr C. L. Hull, formerly connected with the [illegible] department of the defunct Kingston *British Amer*[illegible] As it was sold to parties in New York city for [illegible] 000, Mr Hull's share must be something consider[illegible]

Boston capitalists are making an energetic e[illegible] to organize an American steamship company, w[illegible] capital of one million dollars, with the intentio[illegible] purchasing the steamships Erie and Ontario, [illegible] putting them in the line between Boston and Li[illegible]pool. It is understood that the vessels can be ha[illegible] the recent auction cost, which is about one-thir[illegible] their estimated value.

VARIETIES.

Is haughty-culture commendable in farm[illegible] daughters?

"A splendid ear, but a very poor voice," as the [illegible]gan-grinder said of the donkey.

A little boy out West being asked if he knew wh[illegible] liars went, answered, "Yes—to New York, to w[illegible] for the papers."

A sentimental gentleman intends to petition Par[illegible]ment for a grant to improve the channels of affecti[illegible] so that henceforth the "course of true love may [illegible] smooth."

"When men break their hearts," remarks a cy[illegible]cal female writer, "it is the same as when a lobs[illegible] breaks one of its claws,—another sprouts out imm[illegible]diately and grows in its place."

"Gentlemen," said an enthusiastic American o[illegible]tor, "truth is mighty, and will prevail; truth be[illegible] eggs all hollow,—and why? Because truth, crush[illegible] to earth, will rise again; but eggs won't."

Among the legends of hotels is recorded the sto[illegible] of a visitor, who, in a dire displeasure at the amou[illegible] of his bill, angrily declared to the waiter that [illegible] should write at once to the newspapers. "Yes, si[illegible] was the waiter's answer, as he produced a sheet [illegible] note-paper and an envelope, "yes, sir, only one sh[illegible]ling extra."

An old bachelor, picking up a book, exclaime[illegible] upon seeing a wood-cut represe[illegible] at the feet of a woman, "Before [illegible] woman I would encircle my ne[illegible] stretch it." And then, turning t[illegible] he inquired, "Do you not think it [illegible] thing I could do?"—"It would undoubtedly be it[illegible] best for the woman," was the sarcastic reply.

An old lady, brought up as a witness before a bene[illegible] of magistrates, when asked to take off her bonnet, re[illegible]fused to do so, saying, "There's no law compelling [illegible] woman to take off her bonnet."—"Oh, said one o[illegible] the magistrates, "you know the law, do you? Pe[illegible]haps you would like to come up and sit here, an[illegible] teach us?"—"No, I thank you, sir," replied the ol[illegible] lady; "there are old women enough there already."

JIMMY M——was one of the bright boys and al[illegible]though but seven or eight years old, had evinced a [illegible] love for wealth, and looked forward to the time when he should be a rich man. One morning, at breakfast his aunt informed him that during the night a pai[illegible] of twins had been added to the family, which already consisted of three besides Jimmy. The boy dropped his knife and fork, and exclaimed: "Gracious! Aunt Mary, if father and mother keep on at this rate, there won't be fifty dollars to divide among us!"

Sincerity is like travelling on a plain, beaten road, which commonly brings a man sooner to his journey's end than by-ways, in which men often lose themselves.

The talent of success is nothing more than doing what you can do well, and doing well whatever you do, without a thought of fame.

JACK'S SPANISH.—During the old French war, the captain of an English frigate, having lost his main-yard during a Mediterranean squall, put into a small Spanish port to refit. But a difficulty arose. The captain and his officers were ignorant of Spanish, the Spaniards were guiltless of English. At length a Jack-tar was found who volunteered to act as interpreter. His services were accepted, and he forthwith proceeded to address one of the most intelligent-looking of the Spaniards thus, "Squaro cum rondo cum squaro. Can you make a main-yardo for John Inghilterro?"—"Non intendo" (I don't understand), replied the bewildered Iberian. "Not in ten days," gravely explained the interpreter to his commander. "Tell him I can't wait so long," replied the captain; "I must be at Plymoth before then;" and so he set sail.